

MASON'S



# Hongkong Daily Press

ESTABLISHED 1857.

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Accurate glasses will keep your  
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of Business.  
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No. 19,899. 號九十九百三千九萬一第 日九十月六年申庚 HONGKONG, TUESDAY, AUGUST 2nd, 1920. 二拜禮 號三月八年九國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS JUST LANDED

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**SPORTING CARTRIDGES,**  
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## FRENCH LESSONS

G. MOUSSEON.

115, MORRISON HILL ROAD.

## PEAK TRAMWAY COMPANY LIMITED.

### TIME-TABLE

| WEEK DAYS              |                  |
|------------------------|------------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 minutes |
| 8.00 " to 9.00 " "     | " 10 "           |
| 9.00 " to 10.00 " "    | " 15 "           |
| 10.00 " to 11.00 a.m.  | " 10 "           |
| 11.00 " to 12.00 p.m.  | " 15 "           |
| 12.00 p.m. to 1.00 " " | " 10 "           |
| 1.00 " to 2.00 " "     | " 15 "           |
| 2.00 " to 3.00 " "     | " 10 "           |
| 3.00 " to 4.00 " "     | " 15 "           |
| 4.00 " to 5.00 " "     | " 10 "           |
| 5.00 " to 6.00 " "     | " 15 "           |
| 6.00 " to 7.00 " "     | " 10 "           |

### WEEK DAYS

|                        |                  |
|------------------------|------------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 minutes |
| 8.00 " to 9.00 " "     | " 10 "           |
| 9.00 " to 10.00 " "    | " 15 "           |
| 10.00 " to 11.00 a.m.  | " 10 "           |
| 11.00 " to 12.00 p.m.  | " 15 "           |
| 12.00 p.m. to 1.00 " " | " 10 "           |
| 1.00 " to 2.00 " "     | " 15 "           |
| 2.00 " to 3.00 " "     | " 10 "           |
| 3.00 " to 4.00 " "     | " 15 "           |
| 4.00 " to 5.00 " "     | " 10 "           |
| 5.00 " to 6.00 " "     | " 15 "           |
| 6.00 " to 7.00 " "     | " 10 "           |

### WEEK DAYS

**SPECIAL CARS**  
As on Week Days.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
therefor has been made in Bank Notes or  
by Cheque or Comproadors Order represent-  
ing Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

| Stations                 | No. 1A<br>Local | No. 8<br>Through<br>Express | No. 7<br>Local | No. 6<br>Through<br>Express | No. 17<br>Local | No. 18<br>Through<br>Express | No. 17<br>Local | No. 16<br>Through<br>Express | No. 15<br>Local | No. 14<br>Through<br>Express | No. 13<br>Local | No. 12<br>Through<br>Express | No. 11<br>Local | No. 10<br>Through<br>Express | No. 9<br>Local | No. 8<br>Through<br>Express | No. 7<br>Local | No. 6<br>Through<br>Express | No. 5<br>Local | No. 4<br>Through<br>Express |
|--------------------------|-----------------|-----------------------------|----------------|-----------------------------|-----------------|------------------------------|-----------------|------------------------------|-----------------|------------------------------|-----------------|------------------------------|-----------------|------------------------------|----------------|-----------------------------|----------------|-----------------------------|----------------|-----------------------------|
| CANTON (at Sha Tin) dep. | 7.30            | 8.00                        | 8.30           | 9.00                        | 9.30            | 10.00                        | 10.30           | 11.00                        | 11.30           | 12.00                        | 12.30           | 1.00                         | 1.30            | 2.00                         | 2.30           | 3.00                        | 3.30           | 4.00                        | 4.30           | 5.00                        |
| SHA TIN                  | 7.35            | 8.05                        | 8.35           | 9.05                        | 9.35            | 10.05                        | 10.35           | 11.05                        | 11.35           | 12.05                        | 12.35           | 1.05                         | 1.35            | 2.05                         | 2.35           | 3.05                        | 3.35           | 4.05                        | 4.35           | 5.05                        |
| SHAM SHUI                | 7.40            | 8.10                        | 8.40           | 9.10                        | 9.40            | 10.10                        | 10.40           | 11.10                        | 11.40           | 12.10                        | 12.40           | 1.10                         | 1.40            | 2.10                         | 2.40           | 3.10                        | 3.40           | 4.10                        | 4.40           | 5.10                        |
| SHAM SHUI                | 7.45            | 8.15                        | 8.45           | 9.15                        | 9.45            | 10.15                        | 10.45           | 11.15                        | 11.45           | 12.15                        | 12.45           | 1.15                         | 1.45            | 2.15                         | 2.45           | 3.15                        | 3.45           | 4.15                        | 4.45           | 5.15                        |
| SHAM SHUI                | 7.50            | 8.20                        | 8.50           | 9.20                        | 9.50            | 10.20                        | 10.50           | 11.20                        | 11.50           | 12.20                        | 12.50           | 1.20                         | 1.50            | 2.20                         | 2.50           | 3.20                        | 3.50           | 4.20                        | 4.50           | 5.20                        |
| SHAM SHUI                | 7.55            | 8.25                        | 8.55           | 9.25                        | 9.55            | 10.25                        | 10.55           | 11.25                        | 11.55           | 12.25                        | 12.55           | 1.25                         | 1.55            | 2.25                         | 2.55           | 3.25                        | 3.55           | 4.25                        | 4.55           | 5.25                        |
| SHAM SHUI                | 8.00            | 8.30                        | 9.00           | 9.30                        | 10.00           | 10.30                        | 11.00           | 11.30                        | 12.00           | 12.30                        | 1.00            | 1.30                         | 2.00            | 2.30                         | 3.00           | 3.30                        | 4.00           | 4.30                        | 5.00           | 5.30                        |
| SHAM SHUI                | 8.05            | 8.35                        | 9.05           | 9.35                        | 10.05           | 10.35                        | 11.05           | 11.35                        | 12.05           | 12.35                        | 1.05            | 1.35                         | 2.05            | 2.35                         | 3.05           | 3.35                        | 4.05           | 4.35                        | 5.05           | 5.35                        |
| SHAM SHUI                | 8.10            | 8.40                        | 9.10           | 9.40                        | 10.10           | 10.40                        | 11.10           | 11.40                        | 12.10           | 12.40                        | 1.10            | 1.40                         | 2.10            | 2.40                         | 3.10           | 3.40                        | 4.10           | 4.40                        | 5.10           | 5.40                        |
| SHAM SHUI                | 8.15            | 8.45                        | 9.15           | 9.45                        | 10.15           | 10.45                        | 11.15           | 11.45                        | 12.15           | 12.45                        | 1.15            | 1.45                         | 2.15            | 2.45                         | 3.15           | 3.45                        | 4.15           | 4.45                        | 5.15           | 5.45                        |
| SHAM SHUI                | 8.20            | 8.50                        | 9.20           | 9.50                        | 10.20           | 10.50                        | 11.20           | 11.50                        | 12.20           | 12.50                        | 1.20            | 1.50                         | 2.20            | 2.50                         | 3.20           | 3.50                        | 4.20           | 4.50                        | 5.20           | 5.50                        |
| SHAM SHUI                | 8.25            | 8.55                        | 9.25           | 9.55                        | 10.25           | 10.55                        | 11.25           | 11.55                        | 12.25           | 12.55                        | 1.25            | 1.55                         | 2.25            | 2.55                         | 3.25           | 3.55                        | 4.25           | 4.55                        | 5.25           | 5.55                        |
| SHAM SHUI                | 8.30            | 9.00                        | 9.30           | 10.00                       | 10.30           | 11.00                        | 11.30           | 12.00                        | 12.30           | 1.00                         | 1.30            | 2.00                         | 2.30            | 3.00                         | 3.30           | 4.00                        | 4.30           | 5.00                        | 5.30           | 6.00                        |
| SHAM SHUI                | 8.35            | 9.05                        | 9.35           | 10.05                       | 10.35           | 11.05                        | 11.35           | 12.05                        | 12.35           | 1.05                         | 1.35            | 2.05                         | 2.35            | 3.05                         | 3.35           | 4.05                        | 4.35           | 5.05                        | 5.35           | 6.05                        |
| SHAM SHUI                | 8.40            | 9.10                        | 9.40           | 10.10                       | 10.40           | 11.10                        | 11.40           | 12.10                        | 12.40           | 1.10                         | 1.40            | 2.10                         | 2.40            | 3.10                         | 3.40           | 4.10                        | 4.40           | 5.10                        | 5.40           | 6.10                        |
| SHAM SHUI                | 8.45            | 9.15                        | 9.45           | 10.15                       | 10.45           | 11.15                        | 11.45           | 12.15                        | 12.45           | 1.15                         | 1.45            | 2.15                         | 2.45            | 3.15                         | 3.45           | 4.15                        | 4.45           | 5.15                        | 5.45           | 6.15                        |
| SHAM SHUI                | 8.50            | 9.20                        | 9.50           | 10.20                       | 10.50           | 11.20                        | 11.50           | 12.20                        | 12.50           | 1.20                         | 1.50            | 2.20                         | 2.50            | 3.20                         | 3.50           | 4.20                        | 4.50           | 5.20                        | 5.50           | 6.20                        |
| SHAM SHUI                | 8.55            | 9.25                        | 9.55           | 10.25                       | 10.55           | 11.25                        | 11.55           | 12.25                        | 12.55           | 1.25                         | 1.55            | 2.25                         | 2.55            | 3.25                         | 3.55           | 4.25                        | 4.55           | 5.25                        | 5.55           | 6.25                        |
| SHAM SHUI                | 9.00            | 9.30                        | 10.00          | 10.30                       | 11.00           | 11.30                        | 12.00           | 12.30                        | 1.00            | 1.30                         | 2.00            | 2.30                         | 3.00            | 3.30                         | 4.00           | 4.30                        | 5.00           | 5.30                        | 6.00           | 6.30                        |
| SHAM SHUI                | 9.05            | 9.35                        | 10.05          | 10.35                       | 11.05           | 11.35                        | 12.05           | 12.35                        | 1.05            | 1.35                         | 2.05            | 2.35                         | 3.05            | 3.35                         | 4.05           | 4.35                        | 5.05           | 5.35                        | 6.05           | 6.35                        |
| SHAM SHUI                | 9.10            | 9.40                        | 10.10          | 10.40                       | 11.10           | 11.40                        | 12.10           | 12.40                        | 1.10            | 1.40                         | 2.10            | 2.40                         | 3.10            | 3.40                         | 4.10           | 4.40                        | 5.10           | 5.40                        | 6.10           | 6.40                        |
| SHAM SHUI                | 9.15            | 9.45                        | 10.15          | 10.45                       | 11.15           | 11.45                        | 12.15           | 12.45                        | 1.15            | 1.45                         | 2.15            | 2.45                         | 3.15            | 3.45                         | 4.15           | 4.45                        | 5.15           | 5.45                        | 6.15           | 6.45                        |
| SHAM SHUI                | 9.20            | 9.50                        | 10.20          | 10.50                       | 11.20           | 11.50                        | 12.20           | 12.50                        | 1.20            | 1.50                         | 2.20            | 2.50                         | 3.20            | 3.50                         | 4.20           | 4.50                        | 5.20           | 5.50                        | 6.20           | 6.50                        |
| SHAM SHUI                | 9.25            | 9.55                        | 10.25          | 10.55                       | 11.25           | 11.55                        | 12.25           | 12.55                        | 1.25            | 1.55                         | 2.25            | 2.55                         | 3.25            | 3.55                         | 4.25           | 4.55                        | 5.25           | 5.55                        | 6.25           | 6.55                        |
| SHAM SHUI                | 9.30            | 10.00                       | 10.30          | 11.00                       | 11.30           | 12.00                        | 12.30           | 1.00                         | 1.30            | 2.00                         | 2.30            | 3.00                         | 3.30            | 4.00                         | 4.30           | 5.00                        | 5.30           | 6.00                        | 6.30           | 7.00                        |
| SHAM SHUI                | 9.35            | 10.05                       | 10.35          | 11.05                       | 11.35           | 12.05                        | 12.35           | 1.05                         | 1.35            | 2.05                         | 2.35            | 3.05                         | 3.35            | 4.05                         | 4.35           | 5.05                        | 5.35           | 6.05                        | 6.35           | 7.05                        |
| SHAM SHUI                | 9.40            | 10.10                       | 10.40          | 11.10                       | 11.40           | 12.10                        | 12.40           | 1.10                         | 1.40            | 2.10                         | 2.40            | 3.10                         | 3.40            | 4.10                         | 4.40           | 5.10                        | 5.40           | 6.10                        | 6.40           | 7.10                        |
| SHAM SHUI                | 9.45            | 10.15                       | 10.45          | 11.15                       | 11.45           | 12.15                        | 12.45           | 1.15                         | 1.45            | 2.15                         | 2.45            | 3.15                         | 3.45            | 4.15                         | 4.45           | 5.15                        | 5.45           | 6.15                        | 6.45           | 7.15                        |
| SHAM SHUI                | 9.50            | 10.20                       | 10.50          | 11.20                       | 11.50           | 12.20                        | 12.50           | 1.20                         | 1.50            | 2.20                         | 2.50            | 3.20                         | 3.50            | 4.20                         | 4.50           | 5.20                        | 5.50           | 6.20                        | 6.50           | 7.20                        |
| SHAM SHUI                | 9.55            | 10.25                       | 10.55          | 11.25                       | 11.55           | 12.25                        | 12.55           | 1.25                         | 1.55            | 2.25                         | 2.55            | 3.25                         | 3.55            | 4.25                         | 4.55           | 5.25                        | 5.55           | 6.25                        | 6.55           | 7.25                        |
| SHAM SHUI                | 10.00           | 10.30                       | 11.00          | 11.30                       | 12.00           | 12.30                        | 1.00            | 1.30                         | 2.00            | 2.30                         | 3.00            | 3.30                         | 4.00            | 4.30                         | 5.00           | 5.30                        | 6.00           | 6.30                        | 7.00           | 7.30                        |
| SHAM SHUI                | 10.05           | 10.35                       | 11.05          | 11.35                       | 12.05           | 12.35                        | 1.05            | 1.35                         | 2.05            | 2.35                         | 3.05            | 3.35                         | 4.05            | 4.35                         | 5.05           | 5.35                        | 6.05           | 6.35                        | 7.05           | 7.35                        |
| SHAM SHUI                | 10.10           | 10.40                       | 11.10          | 11.40                       | 12.10           | 12.40                        | 1.10            | 1.40                         | 2.10            | 2.40                         | 3.10            | 3.40                         | 4.10            | 4.40                         | 5.10           | 5.40                        | 6.10           | 6.40                        | 7.10           | 7.40                        |
| SHAM SHUI                | 10.15           | 10.45                       | 11.15          | 11.45                       | 12.15           | 12.45                        | 1.15            | 1.45                         | 2.15            | 2.45                         | 3.15            | 3.45                         | 4.15            | 4.45                         | 5.15           | 5.45                        | 6.15           | 6.45                        | 7.15           | 7.45                        |
| SHAM SHUI                | 10.20           | 10.50                       | 11.20          | 11.50                       | 12.20           | 12.50                        | 1.20            | 1.50                         | 2.20            | 2.50                         | 3.20            | 3.50                         | 4.20            | 4.50                         | 5.20           | 5.50                        | 6.20           | 6.50                        | 7.20           | 7.50                        |
| SHAM SHUI                | 10.25           | 10.55                       | 11.25          | 11.55                       | 12.25           | 12.55                        | 1.25            | 1.55                         | 2.25            | 2.55                         | 3.25            | 3.55                         | 4.25            | 4.55                         | 5.25           | 5.55                        | 6.25           | 6.55                        | 7.25           | 7.55                        |
| SHAM SHUI                | 10.30           | 11.00                       | 11.30          | 12.00                       | 12.30           | 1.00                         | 1.30            | 2.00                         | 2.30            | 3.00                         | 3.30            | 4.00                         | 4.30            | 5.00                         | 5.30           | 6.00                        | 6.30           | 7.00                        | 7.30           | 8.00                        |
| SHAM SHUI                | 10.35           | 11.05                       | 11.35          | 12.05                       | 12.35           | 1.05                         | 1.35            | 2.05                         | 2.35            | 3.05                         | 3.35            | 4.05                         | 4.35            | 5.05                         | 5.35           | 6.05                        | 6.35           | 7.05                        | 7.35           | 8.05                        |
| SHAM SHUI                | 10.40           | 11.10                       | 11.40          | 12.10                       | 12.40           | 1.10                         | 1.40            | 2.10                         | 2.40            | 3.10                         | 3.40            | 4.10                         | 4.40            | 5.10                         | 5.40           | 6.10                        | 6.40           | 7.10                        | 7.40           | 8.10                        |
| SHAM SHUI                | 10.45           | 11.15                       | 11.45          | 12.15                       | 12.45           | 1.15                         | 1.45            | 2.15                         | 2.45            | 3.15                         | 3.45            | 4.15                         | 4.45            | 5.15                         | 5.45           | 6.15                        | 6.45           | 7.15                        | 7.45           | 8.15                        |
| SHAM SHUI                | 10.50           | 11.20                       | 11.50          | 12.20                       | 12.50           | 1.20                         | 1.50            | 2.20                         | 2.50            | 3.20                         | 3.50            | 4.20                         | 4.50            | 5.20                         | 5.50           | 6.20                        | 6.50           | 7.20                        | 7.50           | 8.20                        |
| SHAM SHUI                | 10.55           | 11.25                       | 11.55          | 12.25                       | 12.55           | 1.25                         | 1.55            | 2.25                         | 2.55            | 3.25                         | 3.55            | 4.25                         | 4.55            | 5.25                         | 5.55           | 6.25                        | 6.55           | 7.25                        | 7.55           | 8.25                        |
| SHAM SHUI                | 11.00           | 11.30                       | 12.00          | 12.30                       | 1.00            | 1.30                         | 2.00            | 2.30                         | 3.00            | 3.30                         | 4.00            | 4.30                         | 5.00            | 5.30                         | 6.00           | 6.30                        | 7.00           | 7.30                        | 8.00           | 8.30                        |
| SHAM SHUI                | 11.05           | 11.35                       | 12.05          | 12.35                       | 1.05            | 1.35                         | 2.05            | 2.35                         | 3.05            | 3.35                         | 4.05            | 4.35                         | 5.05            | 5.35                         | 6.05           | 6.35                        | 7.05           | 7.35                        | 8.05           | 8.35                        |
| SHAM SHUI                | 11.10           | 11.40                       | 12.10          | 12.40                       | 1.10            | 1.40                         | 2.10            | 2.40                         | 3.10            | 3.40                         | 4.10            | 4.40                         | 5.10            | 5.40                         | 6.10           | 6.40                        | 7.10           | 7.40                        | 8.10           | 8.40                        |
| SHAM SHUI                | 11.15           | 11.45                       | 12.15          | 12.45                       | 1.15            | 1.45                         | 2.15            | 2.45                         | 3.15            | 3.45                         | 4.15            | 4.45                         | 5.15            | 5.45                         | 6.15           | 6.45                        | 7.15           | 7.45                        | 8.15           | 8.45                        |
| SHAM SHUI                | 11.20           | 11.50                       | 12.20          | 12.50                       | 1.20            | 1.50                         | 2.20            | 2.50                         | 3.20            | 3.50                         | 4.20            | 4.50                         | 5.20            | 5.50                         | 6.20           | 6.50                        | 7.20           | 7.50                        | 8.20           | 8.50                        |



# THORNYCROFT

JOHN L. THORNYCROFT &amp; CO., LIMITED.

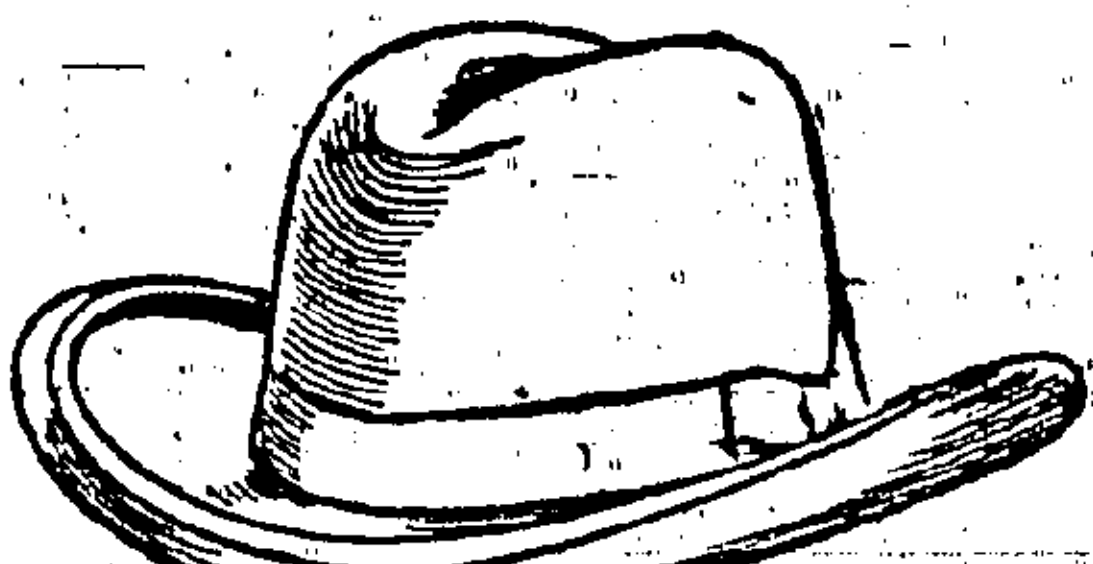
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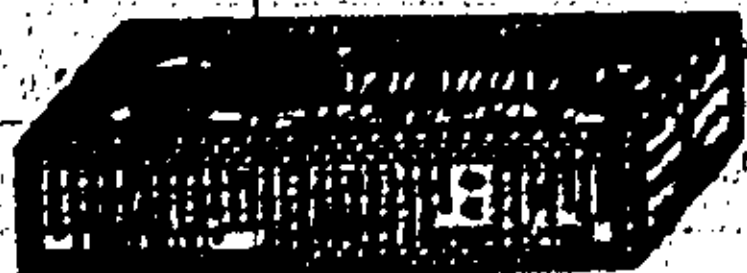
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By taking our "ROOSTER BRAND" MACARONI PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality, and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

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## THE CHINESE HOSPITAL IN FRANCE. 1917-1919.

BY C. FREDERICK STRANGE.

M.R.C.S., F.R.C.S.

(Captain, R.A.M.C., Médaille d'Honneur des Epidémies)

It is possible in this article to tell only part of the story of the First Chinese General Hospital in France, and of all the good work that was done there. When it was realised that the outcome of the Great War was going to be determined by man power, and that every Britisher available was wanted for the firing line, it was decided to form a corps recruited from Chinese voluntary labour for work on the lines of communication and at the ports. From small beginnings the corps rapidly assumed great dimensions, so that when the Armistice was signed there were approximately 130,000 Chinese labourers in France all on a three years' agreement. Noyelles was chosen as Chinese Depot Headquarters and a large hospital built there for the sick and wounded. This was the main hospital, but there were smaller ones established in various centres such as Calais, Boulogne, Dieppe, Rouen, which acted as feeders to the one central base hospital, which was known originally as No. 1 Chinese General Hospital (to which I acted as surgical specialist), but afterwards as No. 3 Native Labour General Hospital. Commencing in the spring of 1917, while the battle of Arras was still raging, it grew rapidly in dimensions to a 2,000-bedded hospital.

The greatest number of in-patients on any one day was 2,600. When hostilities ceased there was not a better organised or better equipped hospital in France, and under the able command of Lieutenant-Colonel G. Denigès, D.S.O., the British Medical and Surgical Departments, with the ever-increasing demands. These departments, each under the charge of specialists, included: surgical, medical, ophthalmic, tuberculosis, leprosy, venereal, pathological and bacteriological. The hospital covered a very large area and, fortunately, had plenty of room to expand.

Speaking generally, there were no special diseases peculiar to the Chinese, but uncommon diseases such as leprosy, tuberculosis, and various unknown clinical manifestations, occurred. Diseases of the eyes necessitated special treatment to prevent their spread amongst British troops and the French population, with whom the Chinese mixed freely.

There was a peculiar and insistent belief prevalent amongst a large section of the British Army that there were many Chinese women amongst the labourers in the Chinese Labour Corps. But I gladly take this opportunity of denying this charge. There was not a single woman amongst them, though some of the Chinese labourers, either in facial appearance or in dress, appeared like women to the eyes of the untravelled Westerner.

**MEDICAL EXAMINATION.**  
The Corps was recruited from picked labourers, mostly from North China, where the climate resembles that of Northern France. All were submitted to a thorough medical examination at Weihaiwei or Shanghai before embarkation. Many thousands were rejected in China as unfit. After a long voyage round the world they ultimately arrived in France, and were immediately taken to the Headquarters Depot, where they had to undergo another most thorough inspection by the medical officers of the hospital. Every recruit was examined by at least three doctors before he was passed fit to enter the Corps.

This examination was undoubtedly very amusing to those who had the opportunity to witness it and who do not know the Oriental. The men were assembled in companies spread out in long lines on a wide field reserved for the purpose. They came along in single file to the doctor who examined first the throat, abdomen, and limbs; the throat and neck with special reference to mumps and tubercular glands; the abdomen with special reference to enlarged spleen and intestinal troubles; and the musculature of the arms and legs to detect any evidence of beri-beri or leprosy. When passed they ran away shouting for joy to another part of the field, where they were stripped behind screens and a thorough urogenital examination was carried out for any evidence of syphilis or gonorrhoea. Thence they were conducted to another part of the field, where the eye specialists—always two or three in number—examined them, eyes especially for trachoma, which is very common amongst the Chinese. On the whole, the various shipments arrived in excellent health. Any found diseased were immediately admitted to hospital and not allowed to leave until cured.

**"THE OLD DISEASE."**  
Amongst medical diseases tuberculosis was far the most rampant and destructive to life. It was astonishing to note the rapidity with which men, apparently healthy on arrival in France, fell victims to this disease. We had many special wards where all cases of tuberculosis were isolated, and, generally speaking, the only deaths which occurred in hospital were from phthisis or other forms of general tuberculosis. The hospital cemetery at Noyelles bears testimony by the hundreds of white crosses to the ravages of this disease amongst the Chinese. Almost every day there was at least one death from phthisis. We had special wards for surgical tuberculosis, so that this disease was isolated at once and everything done to prevent its spread. The Chinese as a nation have suffered from pulmonary tuberculosis for many centuries past, so that it is now called by them by the significant title "The Old Disease."

Major Graham Aspland made a very efficient officer in charge of the Medical Division of a hospital ship full of the sick and affected his place was efficiently taken by Captain E. J. Pell.

**LUTACY.**  
I cannot explain why so many Chinese went mad in France. Our mental hospital was very well organised indeed, and came in for universal praise from visitors. The quantity there were over a hundred insane Chinese housed in it. Captain H. L. Kearn, of Shanghai, made an excellent

officer in charge. He lived in the same compound with the insane and slept on the same premises within barbed wire. Very rarely a lunatic escaped. One religious fanatic managed to do so. He was always wanting everybody to baptise him, and he got upon the top of the hut one day in search of some one for this purpose and fell off, breaking his right tibia and fibula. He was admitted to one of my surgical wards and I successfully plated his tibia, but he had to be shackled to the bed all the time he was in my ward. When healed, he returned to the mental compound, but took the first opportunity to escape. How he managed the barbed wire no one knows, but he was found at 5 a.m., at a height of 20 feet, on the top of the water-tank—the main hospital supply—trying to defile the water. He resisted all efforts to get him down, a free fight ensued, and he fell, again grazing the old broken leg from knee to ankle, but his leg stood the strain well and it made no difference to the plate. Another lunatic pierced his abdomen 14 times with a pointed steel file, bending the tip of it down his lumbar vertebra in his determined effort to kill himself. However, all the 14 wounds in his intestine were sutured, and he made a good recovery. But he developed maniacal symptoms again, and was readmitted to the mental block. We were sorry at the relapse, because he was skilled at wood-carving, and did some exquisite work.

**LEPROSY, VENEREAL DISEASE, INFLUENZA.**  
As the war went on, leprosy began to manifest itself amongst the Chinese. So we had to establish a small leper colony, of which there were a dozen inmates when the Armistice was signed. All symptoms of leprosy developed after arrival in France, and the disease was usually observed by M.O.s who had been familiar with it in China.

Our venereal wards were always full and an amazing amount of salvarsan and mercury had to be used.

During the influenza epidemic, which caused so much havoc amongst European troops, the Chinese were not great sufferers. We had special wards for influenza cases. It ran very much the same course as amongst the soldiers, with the same clinical manifestations. We were lucky in having a comparatively small mortality list.

**OPHTHALMIC AND SURGICAL CASES.**

Perhaps the most widely known medical work amongst the Chinese was in connection with the ophthalmic department. Trachoma is a disease very common in North China, and every precaution taken to prevent its spread in France. Every Chinese Labour Corps unit from Calais to Verdun was regularly inspected by our eye specialists. This involved an enormous amount of travelling and incessant work. The ophthalmic wards were separated by a road from the general hospital, and all these unhappy sufferers were rigidly isolated, one part under canvas for ordinary conjunctivitis, and other wards for trachoma. When well enough to work the latter were formed into special trachoma companies, and were not allowed to mix with other labourers. At their special depots they were under constant medical supervision, and were provided with all facilities for carrying out the special treatment for this disease.

The surgical cases were many and varied, and the surgical specialist was much envied by visitors to the hospital, who were invariably surprised at the number, variety, and interest of the surgical cases, and expressed unreservedly their appreciation of the excellence of the surgical work. There were six surgical wards of 50 beds each and these were always full. This being the "Bright" base hospital for the Chinese we had a remarkable lot of clean surgical work, as well as a fair share of those wounded by bombs, shells, aerial torpedoes, explosions, and accidents.

**HOSPITAL NURSING.**  
The nursing in the hospital was done entirely by Chinese male nurses and dressers, who had had a certain amount of hospital training in mission hospitals in China and who were brought over from China for this special duty. There was never a large enough supply of English nurses in France to spare any for the Chinese hospital, and yet the cleanliness of the wards and the good nursing were the subjects of frequent comments by visiting sisters and nurses. The hospital garden provided an ample supply of vegetables, and we took seven prizes at the British Exhibition of Agriculture at Abbeville in 1918. The splendid discipline displayed and the fact that Chinese-speaking medical officers, who knew and understood the Chinaman, were gathered for duty at this hospital reflects the greatest credit upon the O.C., Lieutenant-Colonel G. Douglas Gray.

Politically it was of the greatest importance that we did well for these 130,000 Chinese in France, for each one passed through the hospital at least twice, if not often, and their good report may help to cement Anglo-Chinese friendship in a country growing in importance every day. I would conclude by pointing out what a splendid scope there is for British medical education in China today. It ought to be seized by us before any other nation gets in, as the Germans did in Japan, and robs us of a great opportunity.—*The Lancet.*

## CELEBRITIES IN DISGUISE.

Mr. Justice Darling's objection to the description of a man as "apparently an agricultural labourer from his dress" is of a much older application than the judge appeared to imagine. The eighth Duke of Devonshire was more than once taken for a keeper at Chatsworth, and the late Duke of Norfolk was severely reprimanded by a tourist for walking across a lawn at Arundel. "It's the like of you as gets the places shut to the like of me," said the tourist. At least once Mr. Justice Hawkins was mistaken for a prize fighter, and Lord Russell of Killowen, of all people, for a card sharper, and on another occasion, for a racing tout. A very eminent politician was once described by a fellow of the craft as dressed like a "soddy sailor," and there were times when Lord Roughton might have sat for a tramp.

## CHARTING THE SEA.

### WORLD CONFERENCE REPORT.

#### SAFETY OF SEAFARERS.

The report of the Hydrographic Conference held in London last year, which is now completed, will be found to justify fully the high hopes expressed at the time of the meeting of this body. As the *Times* said, in according welcome to the delegates, "these tasks of a science invaluable to human intercourse deserve to be more fully understood and appreciated." The world-wide importance of the results achieved is perhaps best realized when it is remembered that the security, not only of the navies of the Powers, but still more of their mercantile marines and indeed of all who use the seas for business or pleasure, depends very largely upon the accuracy and completeness with which hydrographers and nautical surveyors in all countries perform their never ceasing work. The conference, which began on June 24th, 1919, was the first attempt to apply the lessons and experience of the war on an international scale, to the needs of peace. All the maritime nations except Germany, Austria, Turkey, and Russia were invited, on the initiative of Great Britain, to send delegates, and all complied with the request, 21 States being represented, as well as four of their Dependencies. The number of delegates from these 25 countries was 45, and there were present among the delegates from their respective Governments the hydrographers in person of Denmark, France, Holland, Norway, Sweden, and the United States, as well as of this country. The last previous conference at which a similar interchange of views took place was at Petrograd in 1913, but Great Britain, the largest producer of charts in the world, was not then represented.

The subjects discussed by the Conference that year covered the whole field of hydrography, and decisions of the highest importance were arrived at, some of course, concerning hydrographers only, but by far the larger number being of interest and value to all navigators. The report shows that the work was divided into 10 sections, some being discussed by the full Conference, and others by Committees, whose decisions were submitted to the Conference for confirmation. In addition, there were resolutions of a general character adopted. One such affirmation that it was desirable that similar conferences should be held at intervals of not more than three years; while another expressed the wish that all Governments should aim at obtaining uniformity in the systems of buoyage and of port signals; and a third considered that it was desirable that all nations should adopt the system of time zones. There were also some informal discussions of value between the delegates, and certain monographs on particular subjects which were circulated appear as appendices to the report.

Of the greatest general interest, perhaps was the work of the first section, devoted to charts. The wish is unanimously expressed in the report that all countries should adopt the metric system on their charts and in other hydrographic documents as soon as possible. As regards names, the literal transcription was favoured in preference to the phonetic transcription. A most important advance was made in regard to the conventional signs on charts. A uniform system of these was adopted, based largely on the symbols used by the British Hydrographic Office, this being facilitated by the fact that other States use the same or very similar symbols. The symbol for wrecks, and for the six fathom line were taken from American practice; however, and similarly from the French service the symbols for summits, cables, remarkable buildings, and other conspicuous objects, and for expressing the nature of the bottom of the sea, were adopted. In one interesting particular, quite new symbols were necessary, this being for the indication on charts of stations using wireless telegraphy, whether for the receipt and dispatch of messages only, or for other purposes, such as direction-finding.

In the second section, concerned with sailing directions, advances were also made in the direction of standardized practice. A source of error was eliminated by the adoption of a resolution stating that the vertical movement of the water, due to tidal waves, should be referred to as "tide" and the horizontal movement should be referred to as "tidal stream" or "tidal current." It was also agreed that the stream should be described by the true compass direction in which it flows, unless the stream turns at or about the time of the low high or low water, in which case it may be described as flood or "ebb stream."

The next three sections, concerned respectively with lights, notices to mariners and buoys and beacons, all did useful work in their limited spheres. A resolution adopted in Petrograd in 1912 was again adopted, to the effect that the unit employed in measuring the power of a light should be expressed in terms of an international unit known as the "candle," and that a table of equivalent values to this unit should be given in every volume of lists of lights. No satisfactory formula, based on the intensity of a light, exists at present for determining the distance at which the light is visible, and it was therefore decided that a system of observation of lights round the coasts of all the associated States should be started, with a view to obtaining the basis for the evolution of an acceptable formula.

**STANDARDIZED HYDROGRAPHY.**  
Mention has been made of the proposed International Hydrographic Bureau. Discussion of this project was allotted to a separate section of the Conference, and forms the final stage of the report. The immediate establishment of such a Bureau was unanimously recommended. The Conference, moreover, appointed a committee consisting of three hydrographers from offices in Britain, France, and the United States—Rear-Admiral Sir John F. Parry, Monsieur J. Renaud, and Rear-Admiral E. Sampson—to take steps to obtain approval of the details of the Bureau, and submit the results of their deliberations to the Governments of the associated States. As a result of the working of this committee, it is understood that already 15 out of the 21 States have definitely given their adherence to the proposal.

(Continued at foot of next column).

## THE GATE TO AUSTRALIA. THURSDAY ISLAND AND EASTERN RACES.

A passenger from Thursday Island had some interesting statements to make at Brisbane the other day regarding the pearl fishing industry and the part Japanese play in it. Outside half a dozen hotels and a few business houses, he said, Thursday Island is run by Japanese and Chinese. Gambling dens are rampant, and are carried on unchecked. As for the pearling industry, it is largely monopolized by the Japanese. There are some nine European owners of pearling boats on Thursday Island who indent Japanese crews from Japan, and have to enter into a guarantee of £100 in regard to each that he shall not escape into Australia. The boat owners fit up the vessels with diving apparatus and hand them over to the Japanese to be worked by them. Each Japanese gets £25 a ton for picking up shell, and keeps all the pearls they contain.

The result is that the Japanese get practically all the pearls picked up in Torres Straits, and the boat owner has to be content with the shell. One Japanese diver in eight months during 1918, the visitor stated, sold £1,200 worth of pearls to the man for whom he was working, and it is alleged that in the last six months of 1919 £50,000 was sent by the Japanese from Thursday Island to Japan which never paid a penny income tax. Further, the Japanese purchases everything he requires from Japan, and was of little use to the Commonwealth from the commercial standpoint. In pre-war times the owner of a pearling cutter or lugger could sign on a Torres Straits diver to dive naked for pearl shell. During the war no pearl shell was picked up in Torres Straits, but in 1918, the visitor added, the Queensland Government made a regulation prohibiting naked divers, except for pearl shell, the natives wanted for themselves. The result was that the white man at the present time could not pick up shell in Torres Straits unless he purchased diving apparatus at a cost of about £300 and indented Japanese divers. This regulation could not be justified on the ground of scarcity of shell, as there must have been an abundance of it since the waters were not exploited during the war, and the regulation had caused a good deal of discontent among the poorer boat owners of Thursday Island.

At the present time it was very difficult to get pearling crews about Torres Straits. Formerly, the crews were brought across from New Guinea and signed on by the Customs officials on Thursday Island. At the beginning of 1920, however, an attack by the Japanese on New Guinea—diving boys occurred at Thursday Island, with the result that the police took the New Guineans to an adjoining island until such time as they could be home. As a consequence the New Guinean boys had refused to come back to Thursday Island. This had naturally caused a scarcity of crews, and the "whole show" was now practically run by Japanese. Formerly pearling boats were rented out to the Japanese on the half-share system, but recently a number of boat owners on Thursday Island had entered into contracts with the Japanese, whereby the Japanese paid the wages of the crews and provided their food, and in return received 65-2-6 per cent. of the profits, the boat owner receiving 33-1-3 per cent. The Japanese, the visitor concluded, now ran practically everything in Thursday Island.

## ANTON LANG REFUSES.

Anton Lang, the Christ of the Ober-Ammergau Passion Play, which, but for the war, would have been due for production in 1920, has, I am told, been asked to organize a performance of that religious drama in the United States, but has declined the offer. They feared a dramatic and circumstantial story the Japanese paid the wages of the crews and provided their food, and in return received 65-2-6 per cent. of the profits, the boat owner receiving 33-1-3 per cent. The Japanese, the visitor concluded, now ran practically everything in Thursday Island.

Great Britain is, unfortunately, among the six Powers which have not yet made known their decision in the matter. It can hardly be expected, however, that the British Government will withhold their influential support from a project which is fraught with such benefit for the seafaring community and for overseas trade and commerce, which are of such primary importance to us. The cost of the scheme is comparatively trivial. The total annual expenditure of the Bureau is estimated not to exceed £12,000, which sum will be divided between all the States connected with it. The idea is that those States whose maritime interests are the greater should naturally contribute a larger sum than the lesser nations, and the British contribution would work out at about £1,200 per annum. If the Government should for any reason refrain from joining the Bureau, it is conceivable that the leading shipping companies might consider whether it would not be advisable, in view of the benefits to be obtained, to co-operate and become affiliated to it, in order that Great Britain should not be entirely unrepresented. The value of such a Conference as that of last summer, and of the proposed Bureau, is not strictly limited to work for promoting the efficiency of navigation and the extension of security of commerce. The meetings between delegates of several countries, and the efforts towards standardizing practices, induce a feeling of mutual comradeship, each contributing something for the common good, which cannot but be of benefit to international relationships, and the advancement of free intercourse between the nations is an asset towards maintaining the peace of the world.—*Times.*



# SCOTTISH LETTER. STRIKE OF SCOTTISH BANKERS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, June 23rd.

For the first time in history, there promises to be a strike of the men and women employed in our banks. No material change has occurred in the situation since I wrote you last week, except that the Scottish Bankers' Association have definitely called a strike for Monday first. If the strike materialises in an important form, the result will, of course, be a great inconvenience to practically all classes of the community. But as yet the public seems to appreciate only the humour of the position. That men dressed in soft hats, starched collars, well-brushed clothes, and trousers with a decided crease down the front, should down tools after the fashion of workmen in dungarees and cloth caps has tickled the fancy of the man in the street, the tramway car, and the smoke-room. And the general impression is that it cannot, it really cannot, you know, come off.

The Bankers' Association say that they have obtained a mandate to strike from over 80 per cent. of their members. The voting was by ballot, and the agents were not asked to take part. The banks have refused to recognise the Association, and the Association have put recognition in the forefront of their claims. At the same time they have taken the opportunity to present a claim for increased remuneration.

A minimum scale is demanded, and also a provision for regular increases ranging from £100 per year for a youth of 17 years to £625 in the twenty-second year of service. In all cases the sum is to include a bonus. The Association ask for pensions at 60 years of age, and compulsory retirement at 65 years. Whitley Councils are also demanded.

On the part of the banks it is contended that Whitley Councils are entirely unsuitable for banking. In conferences with the staffs under the Whitley Council scheme, it is pointed out, it would be necessary, if any effective agreement was to be arrived at, to discuss and disclose matters which could only be dealt with confidentially by individual staffs, who were under the ordinary professional obligation of secrecy. Under the Whitley Councils, however, outsiders would come in, and the position would be quite impossible.

MR. ROBERT GILLIES, C.I.M.

Mr. Robert Gillies, of the China Inland Mission, Kiangchow, Shansi, is at present in Scotland on a short visit. He had hoped to spend a long time in the North and do a lot of preaching, but he had to undergo a severe operation in London for gastric ulcers, and was afterwards forced to vegetate for a while in a quiet Surrey village. Mr. Gillies' many friends in the Far East will be pleased to learn that he has now made a good recovery. He is in good spirits, full of interesting talk, and looking forward hopefully to a further period of service in Shansi. He treats his illness as a cheerful light fashion, though he confesses with a laugh that he sometimes feels a tummy in the place where his appendix once resided. Mr. Gillies is more than little disappointed at not being able to do more work for the cause in the way of addressing meetings, and so on; but, of course, that was impossible as a consequence of the serious nature of his illness.

Mr. Gillies leaves this country on July 12th by the Suez Canal route for China. Mrs. Gillies, who has been in great request, and has done much good work in this country, is already on her way back to Canada.

Mr. Gillies states that a short time ago he was present at a meeting in Bible House, London, attended by some 50 China missionaries, when the subject under consideration was the China for Christ Movement. The discussion was of an informal character. Bishop Maloney and Bishop White, Canadian Episcopal Church, were the principal speakers. General satisfaction was expressed at the active interest shown in the movement throughout China, and at its encouraging progress. It was felt, however, that the movement was one with which foreigners should not interfere, and that the Chinese should be left to manage it in their own way, the more so as the Chinese were managing it very well. The movement, it was stated, was a powerful one, and had a great future before it.

SCOTS CHURCH AT ALDERHOT.

"Steps are being taken for the erection of a Scots Church at Alderhot in memory of the Scottish soldiers who fell in the Great War. An excellent site has been granted by the War Office on the ground at present occupied by the 'Iron Church'—a church which has been in use for more than 80 years, and has long been felt unworthy of such a great military centre. A design is being prepared by Mr. P. Macgregor Chalmers for a church to cost £20,000, and an appeal for subscriptions is about to be issued bearing the signatures of the Moderators of the Presbyterian Churches. It is suggested that special gifts, such as stained glass windows, might be presented by Scottish regiments in honour of their fallen comrades, or by individual Scotsmen or Scotswomen, to commemorate friends who had laid down their lives for their country.

MR. B. GILSON'S DEPUTY.

When Sir Edward Carson is not in his place in the House of Commons as leader of the Ulster Unionists, his place is taken by Mr. Ronald McNeill, who makes an efficient deputy. Although Mr. McNeill is a born Irishman, he has lost his brogue—some of it possibly in Aberdonshire, where he fought three election contests, and some more of it in Kirkcubrightshire, before he succeeded in getting into Parliament as a member for Canterbury.

## SCOTS IN FRANCE.

The French Government is erecting a monument to John Stuart Mill at Avignon, where he died some fifty years ago. The Apostle of Free Trade was greatly drawn towards France. Was it because of his Scottish descent, I wonder? Certainly memories of the "Auld Alliance" seem still to assure for Scotsmen a hearty welcome on the other side of the Channel. R.L.S., it will be remembered, used to declare that he was more at home in Paris than in London.

## FARM IN THE HIGHLANDS.

A Canadian lawyer, who served as a Major during the War, has secured financial support for the establishment of a farm to rear lynx, mink, beavers, and silver foxes in the Highlands. The area selected lies between Alness and Invergordon, and about 50 acres will be fenced in. A purely business project, the scheme will not allow for the employment of many men, but it may lead to the establishment of other industries.

## ROULED IN ONE.

One reads that an extraordinary coincidence took place the other day at Shooters Hill Club, a hole, which measures 120 yards, being secured in one stroke by two different players. The story of golf teems with remarkable feats. In the Scottish Amateur Championship at Morriston in 1910, Mr. Archer held the short hole in one in the forenoon, and repeated the performance in the afternoon. Mr. Andrew Smith, of Lyven Thistle, had in the same round two holes in one—the fifth and the eleventh; and Mr. T. B. Munro, who had the tee during one round the fifth and seventh holes in the Glasgow Blackhill course.

Among the greatest of the great players one finds that Alec. Herd has to his credit twelve holes in one. James Braid claims eleven. It is recorded of Braid that, going with a lady over Walton Heath, she held the shortest hole in one, and being in receipt of a stroke, she presented James with this puzzle—get down in nothing for a half. Edward Ray has taken seven holes in one, as also has J. H. Taylor. Old Willie Park is said to have played one of the most brilliant tee shots in the annals of the game. His opponent, in an important money match, was downy one, and played his tee shot to the 18th to within four inches of the pin. Park took his caddy, the hole was a short one, and he held to square the match.

## FOREST FIRES IN SCOTLAND.

Following upon a long spell of dry weather large districts in the North of Scotland have been devastated by forest fires. The outbreak at Glenann—close to Balmoral—is incomparably the greatest that has occurred in Britain in modern times. The area burnt out is given as over 35 square miles, most of it covered with natural timber. Mayhall and other famous forests are also much destroyed. Many people will be surprised to learn that, after the drastic requirements of the war, there still remained woodlands of such extent in Scotland. The conflagrations can only be described as a national disaster; millions of growing trees have been destroyed; and from an aesthetic as well as an economic point of view the loss cannot be repaired for many a long year.

## NEW CLAN LINER.

The Ayrshire Dockyard Co. have launched from their yard at Irvine the single-screw steamer *Clan MacTaggart*, built to the orders of the Clan Line Steamers Co. The gross tonnage is approximately 6,800 tons, and the furnaces are either for coal or oil burning.

## THE SILENT WIFE—SCOTS VERSION.

Ian Hay is telling this story. A Scots soldier received a letter containing only a blank sheet of newspaper. A comrade questioned him about "Weel, you see," explained the Scots, "he an' me an' on speakin' terms the noo."

## ENGAGEMENT.

The engagement is announced of Mr. J. D. Sanderson, Singapore, son of the late William Sanderson, of Mount Lothian, Edinburgh, Midlothian, and Miss Nancy Lockhart-Mure, eldest daughter of Mr. and Mrs. T. V. Lockhart-Mure, Llandudno, and grand-daughter of the late T. O. Lockhart-Mure, J.P., of Livingston, Kirkcubrightshire. The wedding will take place at Singapore in October.

## OBITUARY.

Colonel Henry Waugh-Renny-Tailleur, of Borrowfield and Newmanswells, near Montrose, born in India in 1845, he was commissioned in the Royal Engineers at the age of 19. He played for Kent for several years, and played both Rugby and Association Football for Scotland against England. He was also a good shot, a keen angler, a golfer, and a long distance runner. His wife predeceased him a number of years ago.

THEFT FROM A FRIEND.  
MAN CAUGHT AT THE RAILWAY STATION.

At the Magistrate's, yesterday, a Chinese was charged with stealing £320 belonging to a friend.

Both the men came to the Colony from Annam and lived in the same room at a boarding house. The money, which was in silver coins, was placed in a box which defendant picked open. He took the money and went to the Kowloon Station to proceed by train to Canton. When complaint was made the money missing he followed his friend to the station and there arrested him. The money was found in his possession.

Defendant was sentenced to six weeks' hard labour.

FIRE AT BONHAM STRAND.  
QUANTITY OF SILK DESTROYED.

As a result of a fire on Sunday night in No. 119, Bonham Strand, a quantity of silk was destroyed, valued at about \$8,000. The fire originated on the first floor of the building, used as a racquet store and quickly spread to the second floor where the silk was stored. The Fire Brigade turned out but were unable to prevent the flames gutting the whole building. The total damage is estimated at \$18,000.

ARMED MAN ARRESTED.  
CONFEDERATES ESCAPE.

Acting on certain information a number of detectives of the West Point Police set out on Sunday evening to Bonham Road where they kept watch. As they neared the Driveway Boys' School, one of the detectives noticed four men coming in their direction. When the men came up, one of them was stopped and searched. A dagger was found on him. The others then ran off, one of them throwing a dagger into the yard of the school. This was picked up by the Police.

GAMBLING QUARREL.  
POLICE ARREST SIXTEEN MEN.

At the Magistrate's, yesterday, sixteen Chinese were charged with fighting in Staunton Street.

All the men belonged to the same clan and the quarrel arose over a gambling transaction. Bamboo poles were used. Information was given to the Police that there was a commotion and a posse was turned out. The men were arrested.

Each man was fined \$3.

## UNSTABLE SILVER.

The present year has already witnessed some history-making movements in silver, and there is scope for more before the close. *The Times* in an article explaining the rise and reaction in silver. On February 11th the price touched 80½ pence, which has no previous parallel. Even if search be made back as far as the Tudor period it is not possible to match this quotation, though a price of 85 pence recorded in those days was very substantially higher than the present, measured by its purchasing value.

For the origin of the great rise in silver that spent itself in February it is necessary to go back to 1915. For some little time prior to the war silver had been an unexciting market within a range of 24d. to 30d., and no material change began to take place until the latter end of 1915. Then a squeeze for gold began on account of payments by the Allies to America, and more currency had to be put in circulation in the United Kingdom, France, and Russia; while India, having to be excluded from the countries to which we could allow gold to flow, began to concentrate on imports of silver in payment for its large trade balance in exports. From August, 1918, to May, 1919, the market was "pegged" by the fixing on the part of the United States of a maximum price of 10½ cents per ounce. When it was released, undoubtedly the principal force that determined the fierce rise of last year was the aggressive demand from China. It caused little surprise, having regard, first, to the big balance of trade that had been built up in favour of the Far East, and, secondly, of the fact that China during the war years appeared to have allowed her stocks of silver to get very low. During the years 1909-14 the imports of silver into China exceeded the exports by about 122 million taels, whereas during the four following years the exports exceeded the imports by about 81 million taels. The belief was that China during these four years had much more silver than she could really spare, and her purchases last year were, therefore, in the nature of replenishment. The bulk of the silver bought for Chinese account in 1919 went from United States ports, and it is noteworthy that the shipments from San Francisco to China amounted to the huge total of 64,000,000 ozs. While, however, China added the top storeys to the silver edifice, the foundations and the lower floors were undoubtedly the work of India, supplemented by Europe. In 1918, 1917, and 1918 the Indian mints coined 1,355 million rupees, an amount equal to the coinage of the 13 preceding years.

In a leading article on silver the same journal writes: From the public point of view, the consequences of the fall are likely to be wholly beneficial. The consumer stands to gain more from a fall in silver than from a decline in any other single commodity. Silver is the medium by which purchases are made in the markets of the Far East, and few people, perhaps, realise the enormous extent of Europe's purchases of foodstuffs and raw materials from India and China. A fall in silver, therefore, cheapens the cost of all commodities purchased in China and the Far East.

We import from China large quantities of silks, tea, skins, furs, and bristles, and from India jute, grain, tea, hides, wool, and seeds. As the cost of these commodities was increased by the rise in silver, so their cost will be reduced by the present reaction. In the opinion of merchants in the City, the fall in the price of Eastern goods will become more manifest later.

AMERICAN CONGRESSMEN  
ON TOUR.  
NOT COMING TO HONGKONG.

The party of American Senators and Congressmen who were expected to arrive in Hongkong on the *Great Northern* will omit Hongkong and Canton from their itinerary. The party includes:

Senator and Mrs. Harris, of Georgia, and Mrs. Harris; Miss Page, daughter of Senator Carroll S. Page of Vermont; Senator Thomas Sterling, of South Dakota, and—Mrs. Sterling, first Mrs. Anthony, wife of Rep. Daniel Anthony of Kansas, their son and daughter; Miss Britton, sister of Rep. Frederick A. Britton of Illinois; Mrs. Browne, wife of Rep. Edward E. Browne of Wisconsin, and daughter; Rep. and Mrs. Guy E. Campbell, of Pennsylvania, and the Misses Campbell; Rep. Cassius C. Dowell of Iowa; Rep. and Mrs. Leonidas C. Dyer, of Missouri, and the Misses Dyer; Rep. and Mrs. James A. Frear, Wisconsin, and Miss Frear; Rep. and Mrs. Warren Gard, of Ohio and niece; Rep. Louis B. Goodall, of Maine; Rep. and Mrs. Guy U. Hardy, of Colorado, and the Misses Hardy; Mrs. Hastings, wife of Rep. William W. Hastings of Oklahoma and daughters; Rep. and Mrs. Hugh S. Hersman, of California, and aunt; Mr. Hays, son of Rep. James Hays of Utah; Rep. John M. Morin, of Pennsylvania, and the Misses Morin; Mrs. Mott, wife of Rep. Luther W. Mott of New York; Rep. and Mr. Frank Murphy, of Ohio; Rep. Henry Z. Osborne, of California; Rep. and Mrs. Michael F. Phelan, of Massachusetts, and the Misses Phelan; Rep. Stephen G. Porter, of Pennsylvania, and Miss Porter; Rep. Randall and Miss Randall; Mrs. and Miss Riordan, wife and daughter of Rep. Daniel J. Riordan of New York; Rep. Leonidas D. Robinson, of North Carolina and son; Mrs. Sanders, wife of Rep. Everett Sanders, of Indiana; Rep. and Mrs. Milton W. Shreve of Pennsylvania; Rep. and Mrs. John H. Small of North Carolina, and Miss Small; Miss Steyer, daughter of Rep. Steele of Pennsylvania; Mr. Summers, son of Rep. John W. Summers of Washington; Rep. and Mrs. William S. Vane, of Pennsylvania, and the Misses Vane; Rev. and Mrs. Harry C. Woodward of West Virginia, and son; Mr. Reineck, formerly American Minister in Peking, Mrs. Reineck, and Miss Reineck; Secretary of the Treasury, and Mrs. John Burke, and their daughter and son; George Hess, director of the United States Botanical Gardens; Julian Arnold, United States Commercial Attache in Peking; Mr. and Mrs. Edmund F. Erk, secretary of the House Committee of Foreign Affairs and children.

Mr. Edmund Erk, clerk of the Foreign Affairs Committee of the House of Representatives, is in charge of the arrangements for the party, while Representative S. G. Porter of Pennsylvania, Chairman of the House Committee on Foreign Affairs, is the Chairman of the delegation.

## COST OF FLYING.

VICKERS' OFFICIAL ESTIMATE OF 10s. 6d. PER TON MILE.

The following is an extract from an article contributed to the *London Daily News* by Major W. T. Blake, a well-known and independent expert on aeronautical matters:—"How much does it really cost to fly?" is a question which is very frequently asked, but those who might be in a position to answer have generally remained silent on the point. Vague estimates have been made from time to time, ranging from 3s. 6d. per ton mile to about 25 10s. per ton mile. The general public has been led to understand that a fair mean is about 30s. per ton mile.

I have repeatedly questioned this, suggesting, after considering every possible cost, that this estimate was excessive. It comes as a relief, therefore, to receive detailed figures from Capt. Acland, the head of the aviation department of Messrs. Vickers, Ltd. Speaking of the Vickers "Vimy," the type which crossed the Atlantic, and flew to Australia, Capt. Acland states that the cost of flying, including fuel, wages, repairs, renewals, and upkeep, depreciation, sundry expenses, and insurance, works out at 10s. 6d. per ton mile.

RISING PASSENGER FARES.  
ANNOUNCEMENTS BY TWO MORE SHIPPING COMPANIES.

Commencing from August 1st two ocean steamship companies have raised their passenger rates from Hongkong to London and Suez. The rates by Blue Funnel steamers, a class, have been increased from £72 to £102; and by B class from £65 to £78.

The Nippon Yusen Kaisha announces that the first class fare to London from Hongkong has been raised from yen 720 to yen 840 to London, and the second class fare from yen 500 to yen 650. To Marseilles the increase is from yen 600 to yen 800 first class, and from yen 400 to yen 600, second class. This brings the N.Y.K. fares to about level with the new P. & O. fares, which are £150 first class and £98 second class from London and £116 and £82 respectively to Marseilles.

The Glen and Shire liner have not yet announced an increase. The fare by these vessels stands at £78 for the present.

Fares by the Lloyd Triestino to Venice remain from £105 first class, to £70 second class.

By the Messageries Maritimes liners the fare to Marseilles is £100 10s., first class, and £108 second class.

## LANE, CRAWFORD &amp; CO.

ROSE BOWLS  
SOLE AGENTS FOR  
PRIZE CUPS

MAPPIN & WEBB,  
LONDON.

WE ARE NOW RECEIVING FREQUENT CONSIGNMENTS OF  
MESSRS. MAPPIN & WEBB'S  
STERLING SILVER WARE & "PRINCES PLATE"  
AND WE FEEL CONFIDENT THAT WE HAVE  
THE MOST UNIQUE SELECTION IN THE FAR EAST.



CHRISTENING SETS  
OUR PRESENT STOCK IS WELL WORTHY OF YOUR INSPECTION AND INCLUDES  
PRESENTATION PLATE

CIGARETTES & CIGAR BOXES.  
SEALING SETS.  
MATCH STANDS.  
CIGARETTE CASES.  
TRINKET BOXES.  
PIN & PUFF BOXES.  
SALTS JARS.  
BRIDGE BOXES.  
Etc., Etc.

TEA & COFFEE SERVICES.  
FRUIT & SWEET STANDS.  
ENTREE DISHES.  
FLOWER VASES.  
SWEET & MUFFIN DISHES.  
CAFE & LIQUEUR SETS.  
TOILET SETS.  
Etc., Etc.

15

DICK'S  
PATENT  
PACKING

(UNIVERSAL SIZE)

SOLE AGENTS:

LANE, CRAWFORD & CO.,  
HONGKONG.

[469]

COLUMBIA  
RECORDS.

COMPLETE OPERA

OF  
"RIGOLETTO"

ON

17 large Double Sided Records.

Nos. C1288 to C1304.

The Anderson Music Co., Ltd.,

[117]

## Powell Ltd.

TELEPHONE 346

OUR SUMMER

CASH SALE

NOW PROCEEDING FOR

3 DAYS IN THE

LADIES' DEPARTMENT ONLY.

INTERESTING ITEMS IN DRESS GOODS.

PLAIN AND FANCY VOILES.

ZEPHYRS, TOBRALCO'S

SUNRESISTA FABRIC

REM NANTS

AT VERY LOW PRICES.

[23]



## NEW ADVERTISEMENTS

MARINE ENGINEERS' GUILD OF CHINA.  
HONGKONG BRANCH.

MEMBERS are informed that the REGULAR MONTHLY MEETING will be held at the Guild Office, 29, Queen's Road, Central, TO-DAY (TUESDAY), August 3rd, 1920, at 5.45 p.m. sharp.  
W. J. STOKES,  
Branch Secretary.  
[1289]

## REVUE CONCERT.

D. F. AMELIAS CO.

THE Management tenders apologies to those who attended at the Theatre Royal on Saturday last for the Concert which had been announced, but was, at the last moment abandoned owing to the inclemency of the weather.  
Ticket-holders may have their money refunded or retain their tickets for the Concert which will be given at an early date, to be advertised later.  
[1288]

## NOTICE TO CONSIGNEES

The Steamship "INNSBRUCK."  
FROM TRIESTE, VENICE, ADEN  
COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 2nd 11 st.

No claims will be admitted after the Goods have left the Godowns, and all Goods remain the responsibility of the Consignor until the 15th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DOBELL & Co., Ltd.  
Agents.  
Hongkong, August 3rd, 1920. [1284]

## G. R.

## SALE OF DIESEL MACHINERY.

TENDERS are invited for the purchase of two sets of Vickers Diesel Machinery Marine Type, each set including one pair main engines, with auxiliary machinery, propeller, shafting and propellers. Each engine is designed to develop 800 B.H.P. at 380/400 revolutions. Tenders may be for either one or two sets.

One set is stored at the works of the Hongkong and Whampoa Dock Company and the other at Taikeo Dock Engineering Works. Both sets are packed in cases ready for removal. Purchaser will be required to remove the whole of the gear purchased by him from both or either of the above works, without any assistance of labour or appliances whatever from the Engineering Companies' stored or from the Admiralty.

The Machinery will be sold without guarantee as to condition and with all faults and errors of description. Full particulars of the Machinery can be obtained from the undersigned, who will also issue permits to view the Machinery.  
Tenders should be lodged at the Commodore's Office, Hongkong, not later than 12 Noon on MONDAY, August 30th.

H. G. LOWE,  
Naval Store Officer.Hongkong Dockyard,  
Hongkong, July 31st, 1920. [1278]

## IN EXCHANGE

for

200 used Postage Stamps of Hongkong and the surrounding countries I will send  
POST CARD PICTURES

of

The Great European War; Famous  
British Views, etc.,  
MISS TEE,  
KIA ORA,  
STOCKWELL, LONDON, ENGLAND.  
348

## A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

## WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—

EXCELLENT HOUSEHOLD  
FURNITURES.

## INTIMATIONS

## HELENA MAY INSTITUTE

## NOTICE.

UNTIL further notice the weekly religious meetings will be held on WEDNESDAYS.

On the 1st, 3rd and 4th WEDNESDAYS, at 5.30 P.M.  
On the 2nd WEDNESDAY at 10 A.M.  
Address by Rev. G. J. WILLIAMS.  
[1276]

## NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Almeida Street and will carry on business as before under the style and firm name of HIPTOOLLA & CO.  
I have brought with me new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.  
Inspection is cordially invited.

## HIPTOOLLA,

Milliner and Draper.

Hongkong, July 21st, 1920. [1240]

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.  
The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.  
By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.

Hongkong, July 17th, 1920. [1217]

HONGKONG TRAMWAY COMPANY  
LIMITED.

Incorporated in the United Kingdom.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF NINE PENCE per Share on account of the year 1920, has been declared.  
The DIVIDEND will be payable on and after WEDNESDAY, the 25th day of August, 1920, to Shareholders on the Register on TUESDAY, the 10th day of August, 1920, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 9.5 per Dollar.  
By Order of the Board,  
R. J. WILTON,  
Acting Secretary.

Hongkong, 28th July, 1920. [1222]

## WANTED.

## LADY STENOGRAPHER.

Apply to—  
THE ASIATIC PETROLEUM CO.  
(S.C.) LTD.,  
King's Buildings,  
Connaught Road.  
[1177]

## WANTED.

ASSISTANT (British) wanted for General Office work. Steady Age, experience and salary required to—  
Box 1257,  
Care of "Daily Press" Office.  
[1267]

## TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station.  
Apply to—  
LINSTEAD & DAVIS,  
Alexandra Buildings.  
[1139]

## FOR SALE.

NEW and COMPLETE PLANT including Whisky Table for crushing and concentrating Ore. Just arrived.  
For particulars apply—  
CARVALHO & COMPANY,  
Machinery Department.  
[1094]

## FOR SALE.

No. 1, STEWART TERRACE, 87, The Peak.  
Apply to—  
HUMPHREYS ESTATE & FINANCE  
CO., LTD.,  
Alexandra Buildings.  
1281

## ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, July to December,  
1919.  
With Index. Price \$7.50.

On sale at the HONGKONG DAILY PRESS  
Office.

PREPAID "WANTED"  
ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS.

If they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisements requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Ladies are lying at this Office for

Box P. Q. A. D. A. E. A. I.

ENGLISH University, Man would take PUPILS for Pronunciation, Rhetoric and Composition. Terms moderate.—Box A. I., Daily Press Office.

## S.S. "FAUSANG."

TENDERS are invited for the purchase of the WRECK of the above steamer as she lies on Hainan Head Reef.  
GILMAN & CO., LTD.  
Agents, The Salvage Association, London.  
Hongkong, July 20th, 1920. [1234]

## PUBLIC AUCTION.

THE Undersigned have received instruction from P. P. THURGOOD, Esq., to sell by Public Auction,

On TUESDAY,  
August 3rd, 1920, at 2.30 p.m., at his residence  
No. 136, Plantation Road, The Peak.

THE VALUABLE HOUSEHOLD  
FURNITURE,

therein contained,

HALL—Blackwood Side Table, Hallstand  
Chairs, Brass Ornaments, &c.

DRAWING ROOM—Upholstered Sofa and  
Arm-chairs made by Lane, Crawford & Co.  
(good as new), heavy Pine Carpets & Rugs,  
Blackwood Cabinets, Desk, Chairs, Stands, &c.  
Pictures and Engravings, curtains, &c.

DINING ROOM—Fumed Teakwood Mirror  
back Sideboard, Extension Dining Table and  
chairs, cabinets, &c., &c. made by Lane, Crawford  
& Co., and good as new, Dinner Service,  
Glass Ware, &c., and 8-day chiming clock.

BED ROOMS—White enameled Twin Beds  
large and small Wardrobes, Toilet Tables, Chest  
of drawers, &c., including Stained Teakwood  
Boudoir Suite, all made by Lane, Crawford &  
Co., Armchair, carpets and Rugs, Curtains  
and Pictures.

HOT ROOM—Cupboards, &c., including  
Camphorwood Wardrobe and chest of drawers,  
Bath Room, Purity and Kitchen Utensils.

Also  
Electric Fans and Radiator, Tennis Netting  
and Sun Screens, a number of Pots, Fine  
Maiden Hair Fern, Pot Plants & Garden  
Seats, &c., &c.

Two "Mihers" Combination Fire Resisting  
Safes.  
(Full Particulars from Catalogue).  
On view from Monday, August 2nd.  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
[1238]

## PUBLIC AUCTION

S.S. "WING HANG"

NOTICE IS HEREBY GIVEN that the  
Steamship "WING HANG" as she lies  
near Shamsho in the Harbour of Hongkong,  
will be sold by

Order of the Mortgagees  
by

PUBLIC AUCTION  
on

TUESDAY,  
the 10th day of August, 1920,  
at 12 o'clock Noon.

by  
Messrs. LAMBERT BEOS,  
Auctioneers.

at their Auction Rooms in Duddell Street.

The ship is a Chinese ship registered  
Canton.

Her dimensions and tonnage are approximately as follows:

Length—140 ft. 11 in. Registered Tonnage—  
Breadth—25 ft. 3 in. Gross—442  
Depth—9 ft. 6 in. Net—264  
and her speed is about 10 knots.

For further particulars and conditions of  
sale apply to—  
Messrs. WILKINSON & CRIST,  
9, Queen's Road Central,  
or to  
Messrs. LAMBERT BEOS,  
Duddell Street,  
Auctioneers.  
Hongkong, July 27th, 1920. [1254]

## PALACE HOTEL, KOWLOON.

Corner of Halphens & Hankow Roads,  
Tel. 111.

TWO Minutes from Ferry and Railway  
station. This Hotel which has just been  
completely renovated and refurnished is  
now up-to-date in every respect and under  
English Management.

Cuisine under personal supervision of the  
Proprietor.

BAR and BILLIARD ROOMS.  
TERMS MODERATE.  
Special Arrangement for Families on  
Application to—  
J. H. OXBERRY  
Proprietor.  
77

## INTIMATION

## WATSON'S

## FINEST

## OLD BROWN

## LIQUEUR

## BRANDY

## 25 YEARS IN WOOD.

## A. S. WATSON &amp;

## CO., LTD.,

## WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

## BIRTH.

MACINTYRE.—At Glasgow, on July 25th,  
1920, to Mr. and Mrs. NEIL MACINTYRE,  
a daughter.  
[1285]

HONGKONG OFFICE: 10A, DES VOGES RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, August 3rd, 1920.

THE PROSPERITY OF CHINA'S  
NORTHERN PORTS.

In glancing through the Customs Trade Reports relating to Northern Ports for the year 1919, just issued by the Chinese Maritime Customs Administration, one cannot but be struck by the evidences of growing prosperity they afford, and especially of the remarkable extension of industrial and commercial activity on the part of the Japanese. This is particularly noteworthy as regards the ports of Manchuria and Shantung. Even Newchwang which has for many years past been fearing almost total extinction as an important commercial centre, owing to handicaps to trade imposed by Japanese under their South Manchuria railway policy devised in the interests of the port of Dairen, is feeling much happier. This impediment to trade at Newchwang has been partly removed as the result of a deputation to Tokyo, and the Customs Commissioner in his Report tells us that "the freight rates have been revised in such a manner that Newchwang is no longer so heavily handicapped in its competition with Dairen." Newchwang's future is thus assured, and the Commissioner remarks that perhaps the best proof of this can be found in recent Japanese developments there. Land purchases of nearly two million yen are said to have been made, and companies have been floated with an aggregate capital of over three million yen for the exploitation of banking, steamship and godown, and land and building interests. Newchwang's gain, the Commissioner says, will not be Dairen's loss, for the development of Manchuria and Siberia promises to be so great and rapid that within ten years it is probable that more railways and more ports will be required to deal with the immense surplus of produce.

The Dairen Trade Report affords substantial evidence of the growth of trade in this part of China. The trade of the port which came under the cognizance of the Customs in 1919 amounted to a gross value of \$37 million Haikwan taels and a net value of 215 million Haikwan taels, as against 199 million and 173 million respectively in 1918. In the course of the Report, a table is given of the value of the direct trade of the port with the various countries of the world, in 1919, as compared with that for the previous year, and 1915, the record year before the war. It will be sufficient for our present purpose to point out that in the year 1919 this trade was represented by a total of 58.3 million taels; in 1918, the total was 147.99 millions and in 1915 it was 198.09 millions. Mr. E. A. K. the Acting Commissioner of Customs here, notes in his Report that the industrial boom, which started in 1915, continued in 1919, and "a number of starting new enterprises, which held sway over Dairen, caused numerous business concerns—on a sound basis or otherwise—to spring into existence like mushrooms. Joint-stock companies and partnerships under Japanese or Sino-Japanese management established in Manchuria during the year numbered 304, with an aggregate authorized capital of 225 million gold yen, and of these, 200, representing 150 million gold yen, belonged to Dairen. Of various enterprises, financing and trust business took the foremost place; manufacturing industries came next. There are two developments in the Dairen district which are especially noteworthy. One is an iron smelting enterprise by the South Manchuria Railway Co., at the Anshan Iron Foundry. The average output, 130 tons a day, the Commissioner says, is so far, short of expectations, and the quality of the output is said not to equal the product of Fenkuo. During the present year the second furnace is to be completed and the manufacture of sulphate of ammonia will be taken in hand, but there appears to be no prospect of the early completion of the proposed steelworks—the ultimate object of the undertaking. The other enterprise of first-class importance is the storage of bean oil in bulk. This is an enterprise of the Mitsui Bussan Kaisha. Seven storage tanks, of a capacity of 10,000 tons in all, and an oil-mill factory are being erected. The work is to be completed this autumn. The Commissioner writes: "The chief object of this enterprise is, of course, the exportation of oil in bulk in tank steamers, a new departure in export business, which saves a considerable sum in the cost of packing-cases and tins or barrels, as well as in freight. Moreover, the storage in tanks is attended by the advantage of improving the quality of the oil by the settling of impure matter, and also by doing away with the inconvenience and risk of storing the oil in small receptacles."

Turning to the Trade Report for Chingwan-tao we read: "Coal may well be described as the *raison d'être* of Chingwan-tao, but it is destined to become something more, for the proximity of this mineral wealth and the cheapness of Chinese labour open up prospects for the future of the port as an industrial centre which have never been more apparent than to-day. This is clearly shown by the unusual number of inquiries received during the year from European and American manufacturers seeking information as to the possibility and practicability of erecting factories of the most varied types: in some cases representatives inspected sites and studied local conditions in person. Certainly the year is one of promise. The Kailan Mining Administration intends to erect, as soon as the necessary plant can be procured, a blast furnace for the production of pig-iron and eventually steel, the ore being obtained from iron-fields in the Wolu district. There will also be a large plant for making coke and subsidiary plants for the recovery of by-products. Kaiping coal being particularly suitable for these purposes. The works will occupy an area of nearly 2 square miles within the near angle formed by the Tangho River and the railway line. A coal-washing plant capable of operating about 9,000 tons a day is to be put up, and an additional coal-yard—at present a lagoon—will be laid out to the south-east of the present one. Great harbour improvements are also contemplated—over 1,000 ships visited Chingwan-tao in 1919—and plans have been prepared for the construction of a new breakwater and alterations to the present one which will raise the total berthing accommodation of the port from 7 to 20 berths."

A new Bank has been opened in Canton under the name of the Kwangtung Provincial Bank. Its capital is stated to be \$5,000,000, and "it is understood" that it has more than two millions in silver on hand to start business. The Kwangtung Provincial Bank is a semi-government bank, the Government subscribing two million, and the public, three million dollars.

The visit of the American Congressmen to Hongkong and Canton has been abandoned. With this news, there fades away the hope that the mails left behind at Vancouver by the *Empress of Asia* would be brought by the *Great Northern*. Possibly, these mails are now coming on the *Siberia* route. The discontinuance of local business continues, and many imposing structures, hard things are being said about the Canadian Government.

Special interest attaches to the Reports relating to Shantung ports because of the political situation arising out of China's refusal to agree to the transfer of Kiaochow, under any circumstances, to Japan. The Report for Kiaochow (where the Commissioner is Mr. M. TACHIBANA) mentions:

"The growth of Tsingtao may be seen from the fact that the number of firms and factories, with subscribed capital of over half a million yen was 38 at the end of 1918, which, during the year under review, increased by 35, making the total 73. Over 300 houses are now in course of construction." Mention is made in the Report of reclamation work, covering 117 acres, at the north-eastern area near the Great Harbour, to cost 479,000 silver yen; and of new water works and electric undertakings which will run into very large expenditures. These are Japanese undertakings, and we assume the "growth of Tsingtao" to which the Commissioner refers is very largely if not entirely a Japanese growth. Japan, as is well-known by this time, has expressed her willingness to return the territory of Kiaochow to China, "with certain limited restrictions." What those restrictions are have not been disclosed to the public, but we may be certain that they are intended to ensure the security and protection of the great investments which Japan has made in that territory during her military occupation—investments which ensure that whatever King may reign over the territory the Japanese commercially and economically will be predominant there."

The neighbouring Treaty Port of Chfoo shared in the general prosperity of the Northern ports and the Commissioner mentions that "The Tsingtao Question" has drawn attention to the immense value of Shantung, not only as a rich province, but as a gateway to China. "Given terminal and railway development," he writes, "its value to China would completely eclipse its provincial value."

Mr. GERSHOM STEWART's latest inquiries in the House of Commons on the subject of the future of the province of Shantung, have drawn from the spokesman of the British Government an assurance that if and when negotiations were started with regard to a renewal of the Anglo-Japanese Alliance, full consideration will be given to the principle of maintaining the open door in China, and that temporary military occupation of Chinese territory would not be availed of to secure preferential treatment by any particular Power. Judging from what has happened in the past year in the case of Newchwang, Japan will probably be found ready to meet the demand for an agreement of this kind, but will yet assure to herself a predominant position in the field of commercial activity by the same means that she is pursuing at Newchwang.

A Chinese girl committed suicide by taking an overdose of arsenic.

Sir Charles Eliot, H.B.M.'s Ambassador to Tokyo, is at present on a tour of Chosen (Korea), and Manchuria.

An interim dividend of Tls. 1.25 on ordinary shares of the Yangtsepo Cotton Mill, Ltd., has been declared.

On Saturday night a Chinese was stabbed in Spring Garden Lane. The assailant has not been arrested.

Chinese gunboats have been requisitioned to aid the military in the suppression of bandits in the East River districts.

The *Manchurian Daily News*, the little paper published in English by Japanese at Dairen, which suspended publication some months ago, after an existence of several years, has recently resumed publication.

Mr. H. J. Mullet-Merrick, who has been for over nine years Adviser to the South Manchurian Railway, has recently terminated his service with the company, and has returned to England accompanied by his family.

The through railway traffic to Canton was yesterday interrupted owing to a wash-out on the Chinese section. According to the *Canton Times* the damage is at Nam Keng, and extends for seven miles. Our contemporary says it is thought that the work of repair will occupy seven days.

A new Bank has been opened in Canton under the name of the Kwangtung Provincial Bank. Its capital is stated to be \$5,000,000, and "it is understood" that it has more than two millions in silver on hand to start business. The Kwangtung Provincial Bank is a semi-government bank, the Government subscribing two million, and the public, three million dollars.

The visit of the American Congressmen to Hongkong and Canton has been abandoned. With this news, there fades away the hope that the mails left behind at Vancouver by the *Empress of Asia* would be brought by the *Great Northern*. Possibly, these mails are now coming on the *Siberia* route. The discontinuance of local business continues, and many imposing structures, hard things are being said about the Canadian Government.



## CABLES.

## LATEST CABLES.

[REPRODUCED BY THE PRESS.]

## IMPERIAL PRESS CONFERENCE.

## OFFICIAL WELCOME IN NEWFOUNDLAND.

St. John's, July 31st.  
The British delegates to the Imperial Press Conference were welcomed at an official luncheon today.

Sir Robert Bruce, editor of the *Glasgow Herald*, in the course of a speech, emphasised the importance of the Conference which will discuss, *inter alia*, a better and cheaper cable Press facilities, also the question of circulating news throughout the Empire.

Mr. Naylor, President of the Printing Trades Federation, said the time was approaching when Labour would govern England. This would make no difference in the attitude of the Motherland to the Dominions. He hoped that the conference would result in promoting the best feelings between the industrial elements and the newspaper profession throughout the Empire.

## NEW AIR MAIL ROUTE.

## MONOPLANES LEAVE NEW YORK FOR SAN FRANCISCO.

New York, July 30th.

Three all-metal monoplanes carrying the first trans-Continental aerial mail have left New York for San Francisco to lay out the permanent air mail route which will probably begin in September.

## NEW PRESIDENTIAL CANDIDATE.

## NOMINEE OF NEW LIBERAL PARTY.

Detroit, July 31st.

Senator La Follette is the Presidential candidate of the new Liberal Party which is being formed out of the faction which broke away at the recent Convention of the Farmer-Labor Party at Chicago, on refusing to endorse the platform submitted for amalgamation with the Labour Party.

## AMERICAN WARHOUSES DESTROYED.

## LARGE QUANTITY OF SISAL HEMP BALES LOST.

New Orleans, July 31st.

The Appalachian Corporation warehouses containing 30,000 bales of sisal hemp have been destroyed by fire. The loss is estimated at over a million dollars.

## NO CONSCRIPTION.

## NEW GERMAN BILL.

Berlin, July 31st.

The Reichstag has passed a bill abolishing compulsory military service. The German National Party, a section of the People's Party, voted against the measure.

## EARLIER CABLES.

## SHARE-OWNERSHIP EXPERIMENT.

## INTERESTING MOVE BY AMERICAN FIRM.

New York, July 30th.

Shareholders in the International Harvester Co. have voted for an increase in preferred stock of \$40,000,000 and in common stock of \$60,000,000. It is proposed to issue the new shares to set aside \$30,000,000 common stock and \$40,000,000 preferred stock for the share-ownership plan, open to 40,000 employees in the United States and Canada.

## AMERICAN AMBASSADOR'S WILL.

New York, July 29th.

Mr. Bacon, former American Ambassador to France, left \$7,500,000.

The *Evening Post* of New York City is a newspaper with a background. A recent issue contains an allusion to a contribution to its columns made over a century ago. "Miss Helena Van Brugh de Kay," it says, "who contributed to this issue is a great-granddaughter of Joseph Rodman Drake, author of 'The American Flag' and 'The Culprit Fay,' who died in 1820. He contributed light verse to the *New York Evening Post* in 1817-18 and used the pen-name 'Crockett'."

## LATEST CABLES.

## POLAND IN PERIL.

## FIERCE BOLSHEVIK ATTACK AFTER ARMISTICE.

London, July 31st.

Polish telegrams from Warsaw admit that a most intense Bolshevik offensive was restarted after the acceptance of the proposals of an armistice, the enemy's immediate object apparently being to establish himself between Brest Litovsk and Odovice. If his objective is gained the Poles will be forced to evacuate their principal defences, namely, the Pinsk marshes. The Bolsheviks launched a simultaneous attack on the Podolian sector, but the main issue of the situation depends on the impending battle south-west of Grodno, where the Bolsheviks have already penetrated the ancient territory of the kingdom.

A Bolshevik wireless quotes the manifesto to the Red armies, saying "Our delegation, headed by Comrade Kamenoff, has gone to London. Comrades, on your success at the front depends the success of the delegation."

## EARLIER CABLES.

## TROOPS ENTER GERMAN TERRITORY.

Berlin, July 31st.

A telegram from Marienburg states that 2,000 Polish troops, which were cut off and crowded the German frontier near Prostken, will be disarmed and interned.

The Russian advance guards are operating along the frontier but are not crossing the line.

## MEXICAN FERMENT.

## PASSING OF GENERAL VILLA.

Eagle Pass (Texas), July 29th.

It is officially reported that General Villa unconditionally surrendered after an all-night conference with the Government's representatives. The announcement has been received with rejoicing throughout Mexico. Villa will retire into private life after seeing the President at the capital.

## FURTHER DETAILS.

LATER.

The Mexican Consul at Eagle Pass stated that Villa's surrender followed an all-night conference with General Martine, representing the new Mexican Government.

Villa is expected in Mexico City shortly to place himself at the President's disposal. A later message says Villa and his followers have been restored to full Mexican citizenship. It is reported that Villa will be given a yearly allowance and that his followers will receive farming land and a year's Army pay. The men will be disbanded at Torreon, whither they are proceeding.

A Washington message says it is generally accepted that Villa's surrender brings American recognition of the Mexican Government measurably nearer. Villa's status has not greatly changed. He is under an indictment for killing soldiers and civilians in Columbus in 1916, and the fact that he has placed himself under the laws of his own country may mean that his extradition will be sought. Thus the Mexican Government will be freshly embarrassed.

## A FRENCH REVOLT.

Mexico City, July 29th.

Colonel Santa, Governor of Lower California, has openly revolted against the Government. It is reported that 3,000 Federal troops are proceeding to Lower California.

## HOW HOUSE-BUILDING IS ENCOURAGED AT CALCUTTA.

The following is a clipping from the *Englishman* (Calcutta):—The provisions in the Rent Act which permitted owners to charge whatever rents they liked for houses put up since the Act became law, has certainly had the effect of encouraging building in Calcutta. New and larger houses are springing up all over Calcutta in spite of the increased cost of materials. The trouble is that in many cases existing houses are being pulled down to make way for the new. The neighbourhood of Park Street begins to look as if an earthquake had taken place or as if it had suffered from a Hun bombardment, so busy are house-breakers at present. However, any temporary shortage of houses in the locality will be compensated for when the new mansions and flats contemplated are ready for they will run into three and four storeys thus providing much more accommodation than had existed.

## FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

## THE PEKING CRISIS.

## CHOLERA OUTBREAK AMONG CHINESE TROOPS.

Peking, August 2nd.

The outbreak of cholera among Wu Peifu's troops, outside Peking, is creating alarm. The diplomats, the foreign medical men and the Chinese authorities are taking action.

Partial train service to Tientsin was resumed to-day. The Coker's Rifles, forming the British Legation Guard, proceeded to Tientsin to-day, having been replaced by the Wiltshires.

[REPRODUCED BY THE PRESS.]

## CANADIAN MAIL CONTRACT.

"EMPEROR" LINES TO CARRY AMERICAN MAILS.

London, July 31st.

The *Times* Vancouver correspondent says that the disagreement between the Dominion postal authorities and the Canadian Pacific Railway Company in regard to the trans-Pacific mail contract is becoming serious. As a result of the dispute all British and Canadian mails are now sent to the Far East by Japanese ships which are much slower than Canadian vessels.

Hitherto, the Canadian Pacific Railway's mail subsidy has been \$255,000, but this year the company asked for \$450,000. The Government refused, and offered alternatives which the company rejected. The culmination was reached when 6,000 mail bags, mostly from the United Kingdom, were removed from the *Empress of Asia* prior to her sailing. The mail is now subject to a delay of from five to ten days across the Pacific. Meanwhile, the Canadian Pacific Railway Company has entered into a contract to carry the American mail, via Vancouver at the rates asked.

## OBJECTION TO JAPANESE IN AUSTRALIAN COASTAL SERVICE.

Sydney, July 31st.

Three Japanese steamers are expected here shortly to trade on the Australian coast. The Seamen's Union, however, is strenuously objecting to the intrusion of Eastern crews in Australian coastal service, on the ground that many Australian seamen are unemployed and that it is against the interests of the Commonwealth to keep the Japanese on the coast.

## CHINESE LABOUR FOR SAMOA.

Wellington, July 31st.

In the House of Representatives in a debate on Samoa, the Government announced that it had been definitely decided to continue to import, properly controlled Chinese indentured labour into Samoa which was considered necessary in order to prevent the destruction of the plantations.

The House, by 33 votes to 11, endorsed the Government's policy. The Prime Minister, the Rt. Hon. W. F. Massey, having undertaken to substitute "free labour" when possible. The minority consisted mostly of Labourites.

## CHINA INVITED TO THE LEAGUE.

London, July 31st.

A communiqué states that the League of Nations has invited China to send delegates to the assembly of the League on November 15th.

## LATE SIR J. T. GOLDNEY.

London, July 31st.

Sir J. T. Goldney, ex-Judge of the Straits Settlements, left £31,922.

## THE "OPEN DOOR" IN CHINA.

Washington, July 29th.

It is understood that the Government is giving close attention to American and Japanese relations and Japanese policy in the Far East, affecting the withdrawal of Americans from Siberia, the signing of the Consortium Loan Agreement, Japanese assumption of control of the Chinese Eastern Railway and the occupation of North Sakhalin.

Mr. Colby has conferred with Sir Auckland Geddes and Sir Basil Johnston. It is understood that Great Britain and America desire the preservation of the internationality of the Chinese Eastern Railway in order to ensure the maintenance of the "open door."

It is generally believed that the United States has protested against the Japanese occupation of North Sakhalin.

(Continued at foot of next column.)

## CHINESE WEDDING.

## BRILLIANT SCENE AT CITY HALL.

At the City Hall on Sunday evening the marriage took place of Mr. Liang Pui-wai, a graduate of Boston University, eldest son of Mr. Liang Shih-yi, well-known financier and ex-Minister of Finance of China, and Miss Cheng, daughter of Mr. Cheng-hang of Fukien, a coal mining magnate. Both parties are very well-known throughout China. The hall presented an animated appearance when the ceremony was performed by Professor Lai of the Hongkong University. The bride was attended by the Misses Yen, Chow, Cheng and Chan, and the best-men were Messrs. H. L. Yung and H. F. Yung. At the conclusion of the ceremony, the fathers of the bride and bridegroom made speeches. In the evening diners were given at two well-known restaurants at West Point. The couple, who are leaving for America, were the recipients of numerous presents, including two trunks from the President of China.

The *Shanghai Mercury*, announcing the sudden death of Mr. R. A. Brand, while bathing at Yokohama, says:—It is recounted that he had been suddenly taken with cramp or heart failure.

## THE LATE MR. R. A. BRAND. A SHANGHAI TRIBUTE.

The *Shanghai Mercury*, announcing the sudden death of Mr. R. A. Brand, while bathing at Yokohama, says:—It is recounted that he had been suddenly taken with cramp or heart failure.

"Bobbie" Brand—his name was always called—was in only his 27th year. He was born in London on 24th November, 1892, and while yet a youngster was brought out to Shanghai. He received his early education at the Shanghai Public School, this being completed at Clifton College. He returned to the Settlement and joined up with the Union Insurance Co. in whose employment he has since served, with the exception of the years he was engaged on active service. He served with distinction in the 2nd Battalion of the Scots Guards and was the recipient of the Military Cross. On his return from service "Bobbie" resumed his position with the Union Insurance Co. at Hongkong and it was only recently that he was transferred to the Yokohama branch from where news of the sad fatality was received in Shanghai during the week-end. Death, according to the messages received, was the result of a bathing accident.

He is survived by his mother, his brothers, J. K. and David, and his sisters who are resident in the Settlement but are just now on summer vacations. To each and all of these the deepest sympathy of his scores of friends in Shanghai, in Hongkong, in Yokohama, and elsewhere will be extended. His eldest brother, James, was killed in the war.

It was as a sportsman of the finest type that "Bobbie" was best known in the Settlement, in Hongkong and in Yokohama, and his particular forte for many years before the war was the cricket field, though latterly he was also very keen on tennis and golf. But in the years preceding the war he was classed as one of Shanghai's best all-round cricketers and when one remembers the standard of Shanghai cricket this is saying a great deal indeed. But Clifton College has always been noted for the quality of its leading cricketers and this is not surprising when one recalls that for years the coaching was in the hands of the great J. T. Tunnicliffe, of Yorkshire. "Bobbie" was a brilliant man to watch, whether batting, bowling or fielding. It goes of course, without saying, that when the time came for international honours to be considered "Bobbie's" place in the team was understood. He represented the Settlement on several occasions. Since his return to business from the Scots Guards he had been playing in Hongkong at least, more golf and tennis than cricket, but now and again he returned to his old love and figured in the Hongkong C.C. eleven. But the attractions of Fanning and Deep Water Bay were strong upon him and already a good steady golfer, a few more years would have seen him in the front rank of sportsmen. Cricketers and all kinds of sportsmen in Shanghai and the other towns in which he worked will especially join in the tributes which to-day will be paid to a gallant comrade.

A Northern paper says: The two German diplomatic agents who arrived in the Capital the other day to negotiate with the Government for the resumption of diplomatic relations between Germany and this country have made a request to the Ministry of Foreign Affairs, through the Dutch Legation, asking for an informal interview with the Vice-Minister of Foreign Affairs.

## THE SHANTUNG PROBLEM.

London, July 29th.

In the House of Commons, replying to Mr. Gresham Stewart, Mr. Harmsworth stated that Japan had expressed her willingness to return Shantung to China with certain limited restrictions. The Government had no information that China had signified her willingness to accept Shantung from the League of Nations. The Government could not accept the suggestion that they should influence Japan to annul all leases and concessions obtained from China in Manchuria since July, 1911.

## THE ANGLO-JAPANESE ALLIANCE.

London, July 29th.

In the House of Commons, replying to Mr. Gresham Stewart, Mr. Harmsworth stated that if and when negotiations were started with regard to the renewal of the Anglo-Japanese Alliance, full consideration would be given to the principle of maintaining the "open door" in China; and that temporary military occupation of Chinese territory would be of no avail to secure preferential treatment for any particular Power.

## THE FRAWLEY COMPANY.

## THEATRE ROYAL CROWDED ON OPENING NIGHT.

Hongkong forgot its weather worries last night when it extended a hearty welcome to the Frawley Company at the Theatre Royal.

For the time of the year it was a record house, and judging by the hearty outburst of laughter which punctuated the performance it was a most appreciative audience. It was a happy choice of the Frawley Company to select so bright and vivacious a play as "Fair and Warmer" for the opening night. It furnished Mr. T. Daniel Frawley with a part as Billy Bartlett in which he fairly revelled, and also provided Miss Claribel Fontaine, who appeared as Blanny Wheeler, with great opportunities of proving her versatility. Miss Vera Doris, as Laura Bartlett, and Mr. W. Messenger Bellis, as Jack Wheeler, presented the characters with just the requisite shades of contrast to reveal clearly the humorous intention of the author. Among recent plays, the part of Blanny Wheeler in "Fair and Warmer," perhaps, makes more exorbitant demands for its interpretation than any other. It is such a whimsical yet straightforward, shrewd yet simple, submissive yet militant woman Blanny Wheeler represents that the interpretation of the part is apt to prove too great a strain upon the histrionic powers of an actress. It is, therefore, no small praise for Miss Claribel Fontaine to say that she never once disappointed the audience. As the male counter-part of Blanny Wheeler, the stay-at-home, sit-by-the-fireplace husband, Mr. Frawley very ably supported Miss Claribel Fontaine. In the author's "humorous conceit" the staid husband is provided with a temperamental wife, and the housewife (Blanny Wheeler) with a husband (Jack of that ilk) who worships at "a mystic shrine." Some would say, naturally, and accept the results of the matrimonial ventures as foregone conclusions. In "Fair and Warmer" the author, however, makes the worm turn; the solemn husband of the vivacious wife and the home-loving wife of the frivolous husband revolt. Their efforts at consoling each other and their plans to read their spouses a lesson in their own terms make the humour of the piece. It was due to the whole-hearted support which the other members of the company gave to Miss Claribel Fontaine, Miss Vera Doris, Mr. T. Daniel Frawley and Mr. W. Messenger Bellis that "Fair and Warmer" was registered as one of the great successes of the company.

It was, indeed, a strong cast, even in the small parts. The stage settings, also, were excellent.

## PUSSYFOOT'S OWN STORY.

## NICKNAME'S ORIGIN.

W. E. ("Pussyfoot") Johnson in an interview with *London Tit Bits* tells how it came to be called "Pussyfoot." The story follows:—

"I was christened 'Pussyfoot' because of my fondness for hunting down these desperadoes as a cat does a mouse. The incident which really led to the name, however, was this:—

"One day a man walked into my office at Muskegoe with a message from a certain saloon keeper of Haskell, intimating in a friendly way that if I dared to show my face in Haskell he'd shoot me. Well, I put it to you, could I refuse an invitation like that?

"I sent a scout into Haskell and found that the saloon keeper had never seen me, but had a good description of me. So one night I disguised myself and rode into Haskell. I tethered my horse to his veranda and, walking into the bar, called for a drink.

"My ferocious friend was a big man, but the thing that interested me most was a '45' at his hip.

"He offered me a bottle, which I at once said was too weak and smashed it on the bar. 'Give me hell fire,' I cried. He opened a secret trap in the floor and handed me a bottle of old whisky.

"My one object was to get him to show me his back, and I manoeuvred him until I was able to whip out his revolver, hold it to his ear and introduce myself.

"The next day the local paper told the story and called me 'Pussyfoot.' That was how I earned my name."

## A MARIS DISCOVERY.

I wonder if connoisseurs know that one of the most beautiful examples of Matthew Maris' earlier Rembrandtesque style is to be found hidden away in London, says a writer in the *Daily Express*. It is a picture called "Lybecth" which he painted in 1887, when eighteen years old, and when the greatest old masters of his native Holland were good enough models for him. It is a beautiful portrait of a girl, full of rich tone, and I saw it at the Twenty One Gallery, in John Street, hidden away in a back room, not on exhibition. When Maris died two or three years ago he had already forgotten its existence, and I was amazed with the discovery which was thought he had made of ghost pictures and misty shapes, would have cared to have acknowledged the great work of his boyhood.

## HUNGARIAN TREATY.

## THE BRIEF SIGNING CEREMONY AT VERSAILLES.

The *Daily Telegraph* Correspondent in Paris sent the following report of the ceremony of signing the Hungarian Treaty:—

Nearly six months have passed between the presentation of the terms of the peace with Hungary and the signature of the Treaty. In the interval Count Apponyi and the rest of the original delegation have resigned, and the duty of putting their signatures to the document has fallen to two Hungarians hitherto unknown outside their country. M. August Reymar, Minister for Labour and Social Welfare, and M. Alfred Drasche Lazar, even their appointment dates only from a few days. General Sós, who was to have signed on behalf of Hungary, and in fact left Budapest for this purpose, for some reason never came further than Vienna. The treaty will presumably be known as the Treaty of the Trianon, since it was in the Palace of the Grand Trianon at Versailles that the ceremony took place. From this point of view, therefore, Hungary has been honoured about Bulgaria, who signed in the Town Hall of Neuilly. A white-walled room in a part of the palace not usually accessible to the public—a long gallery forming a right angle with the main building, and joining it to the part known as Trianon-sous-Bois—had been specially prepared for the occasion. Through the tall windows, between each of which is a picture of the gardens at Versailles as they were when Louis XIV. built the Trianon, the delegates looked out on the rest of the pink marble-fronted building and the colonnade and the fountains playing in the garden. The setting was indeed the most interesting part of the ceremony, which was of the simplest.

The change in the Allied representatives seated around the horseshoe table made it, however, somewhat different from its predecessors. For the first time M. Millerand presided at the signature of a treaty, and for the first time Lord Derby signed on behalf of the United Kingdom. There was also a distinguished spectator in the person of King Alexander of Greece, who sat at one end of the gallery. Otherwise the proceedings followed exactly the same course as on previous occasions. The Allied representatives, having all taken their places a little before half-past four, the Hungarian delegates, who had come from the Hotel des Roisvieux, were introduced and took seats at the right hand end of the horseshoe. M. Millerand then stated in a few words the purpose of the meeting, and called upon them to sign the treaty, the terms of which he declared to be in every way identical with the copy they had received. M. Reymar and M. Drasche Lazar stepped up to the small table in the middle of the horseshoe, on which the treaty lay, wrote their signatures, amid the clicking of cameras and the turning of cinematograph handles, and returned to their places. Then followed the Allies in alphabetical order, beginning with the American Ambassador, Mr. Hugh Wallace in spite of the fact that the Hungarian treaty like the others, begins with the covenant of the League of Nations. Lord Derby's signature was followed by that of the representatives of the British Dominions. M. Millerand, Mr. Francis Marshall, Minister of Finance, M. Louis Cambon signed on behalf of France. Then came Italy and Japan, and after them the rest of the Allies. Little more than a quarter of an hour had elapsed when the last signature having been written, M. Millerand declared the treaty signed and the sitting at an end.

The conclusion of peace with Hungary has aroused very little general interest, and even at Versailles brought out only a handful of people to watch the arrival of the delegates as they drove through the gates into the park of the Trianon.

## CHARGES AGAINST JAPANESE MINISTERS.

## SPECULATION ON STOCK EXCHANGE.

A Tokyo message dated July 29th says:—

Mr. Shimada, the Opposition leader, and Mr. Taketomi, the ex-Minister of Finance, on behalf of forty-one Kenmeikai members, yesterday presented a written interpolation to the House of Representatives, alleging that the Minister of Finance, Baron Takahashi, the Minister of Agriculture, Mr. Yamamoto, and the Minister of Education, Mr. Nakashima, had wrongfully utilised official information for their personal interests on the stock market. The interpolation states that the charges, which have already been made in the House, demand more than details by the Ministers involved, the acceptance of which would be tantamount to acquitting a man before a Judge on his personal plea of "Not Guilty." The Opposition leaders describe the attitude of the Seiyukai as irrational in face of these charges, in support of which they quote a report by a commercial news agency at Kobe, comparing the amount of stocks held by the Ministers in the names of their sons and wives, in the latter part of 1919, and the amount held on May 1920, which is alleged to prove that the Minister, foreseeing the financial slump, sold out. The interpolation states that the grave suspicion against the Ministers, if unfounded, may crystallise into national belief in their guilt and may even culminate in national indignation, with the possibility that national morality may suffer.

Today's press reports state that the charges are affecting the Ministers very slightly. Their friends argue that Ministers have the same right as private individuals to engage in business. Mr. Shimada, who is ill and confined to bed, is reported to be ready to introduce a Bill impeaching the Ministers, should an ambiguous reply be made to the interpolation. He is reported to have said: "I am in possession of evidence, which will prove the corruption of the Ministers concerned. For the sake of public morality and official discipline I have brought the facts to light and I am ready to sacrifice my political life, if it is proved that I am falsely accusing State Ministers."



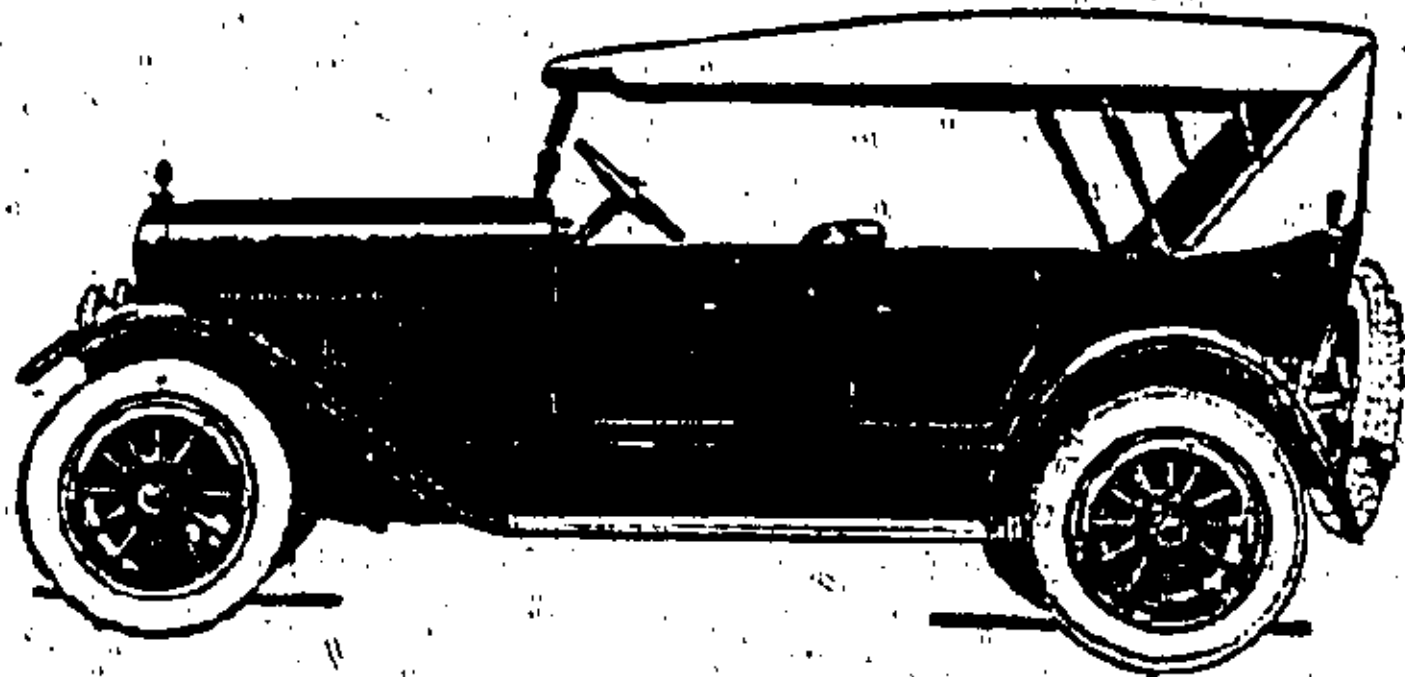
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## DEAN INGE AND PROGRESS.

The Rev. Mark Guy Pearse writes in the *Methodist Recorder*:—

Dean Inge's pessimistic account of human progress should not be allowed to pass unchallenged. It should be a matter of great thanksgiving and of much rejoicing to look back over a century of England. An article in the *Daily Chronicle* suggested that the Dean dwelt rather among books, and those of ancient times, than with men and women who could tell a very different story. It has been a custom of mine to ask old people the question, "Is the world better or worse than when you were young?" The answer has always been the same in effect—It is another world. It was to an old woman who had lived at the turnpike gate all her days, and could look back over eighty years, that I put the question some thirty years ago. It was in the West Country—the turnpike gate stood at the end of a bridge over which all the traffic for miles around had to pass. "I can't see much difference," said she, "between then and now—not much better and not much worse." Life with her had gone by in days, and she had never stayed to compare the years. "But," said I, "tell me, when you were a girl how many drunken farmers have you seen going home of a market night?" She stopped a moment. Why, there was scores. "How many are there now?" Again she stopped as if to count. "There's only one—o course, if you do mean things like that—why you might call it another world."

I asked an old gentleman of eighty. We had come up a steep hill, and he stayed a moment, and put his hands on my shoulders. The tears came into his eyes as he spoke. "Oh, it is another world—another world: I do not say since I was a boy the world has been Christianized, but I do say it has been humanized. I myself saw a woman in a white waist and tied to a cart tail and whipped through the streets of Kidderminster for stealing."

It is another world. Think of the great institutions for the welfare of the people that have been commenced within the last fifty or sixty years—the Society for the Prevention of Cruelty to Children, the Society for the Prevention of Cruelty to Animals. Think of the orphanages—Dr. Barnardo's and the National Children's Home—the Home for Incurables—and a host of others. The Old Age Pension is in itself a miracle of blessed progress. The more humane treatment of prisoners, the Police Court Missionaries, the instances of a new spirit that could find a score of other illustrations. Indeed, one is bewildered in trying to select the most striking illustrations of progress. Think of the Hospitals, the Red Cross Societies, the hosts of nurses and doctors, the skill in ministering to the sick, and in caring for the blind and the maimed, during and since the War. It all belongs to the last few years. In the Crimean War two thousand six hundred British soldiers were killed, while eighteen thousand died of wounds and disease. "So miserable were the wounded cared for—or not cared for—that operations which under more favourable circumstances would have involved no risk nearly always proved fatal. The Hospital was immensely more dangerous than the battlefield." (MacKenzie's *Nineteenth Century*.)

It is but a hundred years ago that every week a waggon-load of little children were sent from the London workhouses to work in Lancashire cotton factories from five in the morning to seven or eight at night; and in the case of one workhouse the condition was made that in every waggon-load of children there should be one *blind child*. (See *Lecky*). We find as late as 1846 that a soldier was flogged till he died. Lord Palmerston resisted the proposal that the punishment of a soldier or a sailor should be limited to a hundred lashes. Slavery existed in Scotland down to the dawn of the nineteenth century. Colliers and salterns were slaves bought and sold with the works at which they laboured.

Think of all the coal of the country being brought up ladders by women with baskets on their backs, often stripped to the waist. They dragged about their waggons by a chain fastened round them, crawling on hands and feet in the darkness of the mine. Children of six were regularly employed. "I was one of 'em," said an old man to me in South Wales. "I was one of 'em—had half-a-crown a week and had to pay for the oil for my lamp out of that." The Act which prohibited working people by threat of imprisonment from entering into any combination to raise wages or to reduce the hours of labour remained in force until 1824.

The terrible brutality of a hundred years ago is appalling. There were two hundred and twenty-three offences for which one could be hanged. If a man injured West-minster Bridge he was hanged. If he appeared disguised in a public road he was hanged. If he cut down a young tree he was hanged. If he shot at a rabbit he was hanged. If he stole anything over five shillings he was hanged. In 1816 there were at one time fifty-eight persons under sentence of death, one a child of ten years of age. In the life of Mrs. Fry, the story is told of a child of eight who broke a window and stole two pennyworth of sweets and was sentenced to be hanged.

No, no, Mr. Dean! Thank God it is another world.

## THE PASSPORT NUISANCE.

We cordially endorse the appeal put forward in a letter to the *Times* for a reconsideration of the passport regulations by the Allied Governments. Not only does the traveller need a passport, but every time he enters or leaves France a fresh visa has to be obtained. Bureaucratic Governments delight in these restrictions. There are always police authorities ready to declare that they make their task more easy. We doubt very much if the real undesirable finds in them any very serious obstacle to his movements. The ordinary citizen, however, finds them an unqualified nuisance. Now that the emergency of the war is over they ought to be done away with.—*Westminster Gazette*.

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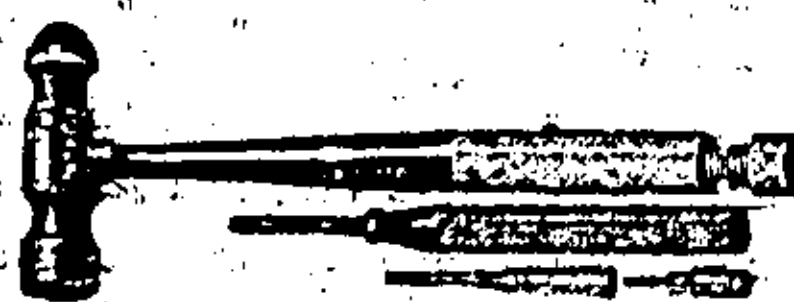
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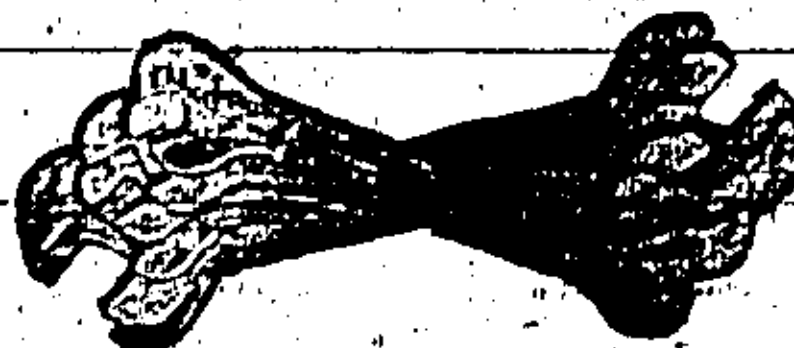


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## SHIPPING NEWS

## ARRIVALS.

August 1st.  
*Brantford*, Inter-Allyed str., 4,311 tons, Capt. Allan, from Bombay, with a general cargo.—B. & S.  
*Pakhoi*, British str., 1,227 tons, Capt. Stephens, from Hongkong, with a cargo of coal.—B. & S.  
*Prosper*, Norwegian str., 1,576 tons, Capt. Olsen, from Saigon, with a general cargo.—Yee Chung.  
*Tai Sze Ma*, Chinese str., 402 tons, Capt. Chan, from Hoihow, with a general cargo.—Yau Fat S.S. Co.  
*Typhoon*, Dutch str., 3,003 tons, Capt. Oldenburger, from Java, with a general cargo.—J.C.J.L.  
*Typhoon*, Dutch str., 2,470 tons, Capt. Lova, from Batavia, with a cargo of sugar.—J.C.J.L.  
*Tokai*, Japanese str., 1,412 tons, Capt. Masaka, from Hongkong, with a cargo of coal.—M.B.R.

## August 2nd.

*Doylston*, American str., 1,015 tons, Capt. Bower, from Saigon, with a general cargo.—Pacific Mail S.S. Co.  
*Hin Sang*, British str., 1,585 tons, Capt. Skinner, from Sandakan, with a general cargo.—J. M. & Co.  
*Jade*, French str., 380 tons, Capt. Cornilissen, from Hoihow, with a general cargo.—Kai Yee.  
*Kwang Lee*, Chinese str., 488 tons, Capt. Sangster, from Canton, with a general cargo.—C. M. S. N. Co.  
*Kwong Sang*, British str., 1,245 tons, Capt. Richard, from Shanghai and Swatow, with a general cargo.—M. & Co.  
*Nam Wan*, Portuguese str., 274 tons, Capt. Costa, from Hoihow, with a general cargo.—Tai Fung.  
*Singapore*, British str., 1,010 tons, Capt. Puckett, from Shanghai and Amoy, with a general cargo.—B. & S.  
*Typhoon*, Dutch str., 2,588 tons, Capt. Buys, from Muntok, with a general cargo.—J.C.J.L.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Calcutta Maru* (Hamburg line) left Singapore for this port on July 30th, and is expected here on August 5th.  
 The R.M.S. *Empress of Japan* left Yokohama on July 29th, and is due at Vancouver on August 10th.  
 The s.s. *Matheson* left Hongkong on August 1st, and is due at Singapore on August 7th.  
 The B.M.S. *Empress of Asia* arrived at Shanghai on July 31st, left there the same day, and was due at Nagasaki on August 2nd.  
 The R.M.S. *Montague* arrived at Kobe on July 31st, left there on August 1st, and was due at Moji on August 2nd.

## VESSELS EXPECTED.

*Atsuta Maru* (European line), from Japan, due August 9th.  
*Bombay Maru* (Bombay line), due from Bombay August 9th.  
*Calcutta Maru* (Hamburg line), due August 11th.  
*Dakar Maru* (Hamburg line), due Sept. 5th.  
*Everglades*, due August 31st.  
*Koshima Maru* (American line), due August 6th.  
*Knight of the Garter* (Blue Funnel line), due September 1st.  
*Mentor*, from Liverpool, due August 22nd.  
*Montague*, from Vancouver, due August 4th.  
*Tagato Maru*, from Liverpool, due August 9th.  
*Prothema*, due August 3rd.  
*Shingo Maru* (Calcutta line), due August 5th.  
*Swazi*, from Hamburg and Rotterdam, due August 10th.  
*Tango Maru*, from Sydney, due August 20th.  
*Taiwan Maru* (Bombay line), due August 13th.  
*Tenny Maru*, due August 3rd.  
*Tokyo Maru* (American line), due August 6th.  
*Tokyo Maru* (European line), due August 12th.

## WEATHER REPORT.

August 2nd, at 11.35.—No returns from Japan, Vladivostok and Weibaiwei.

Pressure has increased slightly at Shanghai, and decreased slightly elsewhere. The typhoon now exists as a depression to the north of Hainan; there are also indications of the formation of a typhoon in the Pacific between Luzon and Guam.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 70.17 inches against an average of 52.59 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District. Forecast.  
 Hongkong to Gap Rock (S. winds, fresh, squally; cloudy, occasional rain.  
 Formosa Channel — (The same as No. 1.  
 South coast of China between (The same as Hongkong and Loochoo) No. 1.  
 South coast of China between (The same as Hongkong and Hainan) No. 1.

## CHINA COAST METEOROLOGICAL REGISTER.

AUGUST 2ND, A.M.

| Station.      | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind Direction. | Force. | Weather. |
|---------------|-------|-------------------------|--------------|-----------|-----------------|--------|----------|
| Vladivostok   | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Nemuro        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Hakodate      | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Kobe          | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Nagasaki      | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Kagoshima     | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Oshima        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Naha          | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Ishigakijima  | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Bonin Island  | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Weibaiwei     | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Hankow        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Ichang        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Kiukiang      | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Changsha      | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Shanghai      | 6 a.  | 29.71                   | 78           | 100       | SE              | 1 b    | —        |
| Yokohama      | 6 a.  | 29.55                   | 78           | 100       | SE              | 1 b    | —        |
| Guthrie       | 6 a.  | 29.55                   | 82           | 83        | SE              | 1 b    | —        |
| Sharp Peak    | 6 a.  | 29.65                   | 80           | 92        | SW              | 3 b    | —        |
| Amoy          | 6 a.  | 29.65                   | 80           | 92        | SW              | 3 b    | —        |
| Swatow        | 6 a.  | 29.75                   | 80           | 91        | SE              | 2 c    | —        |
| Taihou        | 6 a.  | 29.66                   | 77           | 88        | —               | 0 0    | —        |
| Taipei        | 6 a.  | 29.72                   | 78           | —         | —               | 0 0    | —        |
| Tainan        | 6 a.  | 29.71                   | 77           | —         | —               | 0 0    | —        |
| Koshan        | 6 a.  | 29.59                   | 81           | —         | —               | 4 d    | —        |
| Pescadore     | 6 a.  | 29.71                   | 78           | —         | —               | 4 d    | —        |
| Canton        | 6 a.  | 29.60                   | 81           | 87        | SE              | 4 0    | —        |
| Hongkong      | 6 a.  | 29.60                   | 81           | 87        | SE              | 4 0    | —        |
| Gap Rock      | 6 a.  | 29.53                   | 73           | 98        | ESE             | 4 1    | —        |
| Macao         | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Wuchow        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Hoihow        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Pakhoi        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Shanghai      | 6 a.  | 29.55                   | 77           | 89        | W               | 2 0    | —        |
| Tientsin      | 6 a.  | 29.65                   | 74           | —         | —               | —      | —        |
| Cape S. James | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Apurri        | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Dagupan       | 6 a.  | —                       | —            | —         | —               | —      | —        |
| Manila        | 6 a.  | 29.78                   | 79           | 90        | WSW             | 1 0    | —        |
| Legaspi       | 6 a.  | 29.75                   | 79           | 90        | WSW             | 1 0    | —        |
| Tacloban      | 6 a.  | 29.78                   | 79           | 90        | —               | 0 0    | —        |
| Hojio         | 6 a.  | 29.79                   | 81           | 80        | WSW             | 2 0    | —        |
| Surigao       | 6 a.  | 29.78                   | 81           | 76        | W               | 1 0    | —        |
| Cebu          | 6 a.  | 29.78                   | 81           | 76        | W               | 1 0    | —        |
| Labuan        | 6 a.  | —                       | —            | —         | —               | —      | —        |

T. E. JEFFRIES, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF SKY, in blue sky, c. detached cloud, d. drizzle, g. rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing showers, q. equal rain, s. snow, t. thunder, v. visibility, w. dew wet.
7. RAIN, in inches, tenths and hundredths.

## HONGKONG TIDE TABLE.

From August 3rd to 9th, 1920.

| Days of Week. | Days of Month. | HIGH WATER.           |                |                       | LOW WATER.            |                |                       |
|---------------|----------------|-----------------------|----------------|-----------------------|-----------------------|----------------|-----------------------|
|               |                | H'long Standard Time. | H'long Height. | H'long Standard Time. | H'long Standard Time. | H'long Height. | H'long Standard Time. |
| Tue.          | 3              | h. m.                 | ft. in.        | h. m.                 | h. m.                 | ft. in.        | h. m.                 |
|               |                | 10 51                 | 6 3            | 4 39                  | 11 33                 | 6 4            | 5 13                  |
| Wed.          | 4              | 11 56                 | 5 0            | 5 16                  | 12 34                 | 5 1            | 6 24                  |
| Thur.         | 5              | 0 29                  | 5 1            | 6 9                   | 1 34                  | 5 2            | 7 35                  |
| Fri.          | 6              | 1 10                  | 5 4            | 6 58                  | 2 35                  | 5 3            | 8 46                  |
| Satur.        | 7              | 1 56                  | 5 9            | 7 17                  | 3 36                  | 5 4            | 9 57                  |
| Sun.          | 8              | 2 44                  | 5 4            | 8 10                  | 4 37                  | 5 5            | 10 68                 |
| Mon.          | 9              | 3 32                  | 6 0            | 9 04                  | 5 38                  | 6 0            | 11 79                 |
|               |                | 4 38                  | 6 2            | 9 56                  | 6 39                  | 6 1            | 12 90                 |
|               |                | 5 43                  | 6 3            | 10 48                 | 7 40                  | 6 2            | 13 01                 |
|               |                | 6 48                  | 6 4            | 11 40                 | 8 41                  | 6 3            | 14 12                 |

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|---------------------------------------------|-------------------|-------|-----------------------------------|--------------------------|
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| NEW YORK or Boston via PANAMA               | Bancon            | Am.   | The Admiral Line Pacific S.S. Co. | About 15th inst.         |
| NEW YORK via SUEZ CANAL                     | Akita Maru        | Jap.  | Nippon Yusen Kaisha               | On 28th inst.            |
| NEW YORK via PANAMA CANAL                   | Escoment Castle   | Brit. | Dodwell & Co., Ltd.               | On 12th Sept.            |
| NEW YORK via JAPAN PORTS, SAN FRANCISCO &c. | Honolulu Maru     | Jap.  | Osaka Shosen Kaisha               | On 9th Sept.             |
| NEW YORK via SUEZ CANAL                     | Colista Prince    | Am.   | Shewan, Tomes & Co.               | Early Oct.               |
| NEW YORK via SUEZ CANAL                     | Colista Prince    | Am.   | The Admiral Line Pacific S.S. Co. | About 6th inst.          |
| NEW YORK via SUEZ CANAL                     | Siberia Maru      | Jap.  | Toyo Kisen Kaisha                 | On 10th inst.            |
| NEW YORK via SUEZ CANAL                     | Tenyo Maru        | Jap.  | Toyo Kisen Kaisha                 | On 12th inst.            |
| NEW YORK via SUEZ CANAL                     | Venezuela         | Am.   | Pacific Mail S.S. Co.             | On 11th inst.            |
| NEW YORK via SUEZ CANAL                     | Nanking           | Am.   | China Mail S.S. Co., Ltd.         | On 12th inst.            |
| NEW YORK via SUEZ CANAL                     | Nile              | Am.   | China Mail S.S. Co., Ltd.         | On 23rd inst.            |
| NEW YORK via SUEZ CANAL                     | West Ivan         | Am.   | Frank Waterhouse & Co.            | About 15th inst.         |
| NEW YORK via SUEZ CANAL                     | Toyohashi Maru    | Jap.  | Nippon Yusen Kaisha               | On 15th inst. at 11 A.M. |
| NEW YORK via SUEZ CANAL                     | City of Spokane   | Am.   | The Admiral Line Pacific S.S. Co. | About 18th inst.         |
| NEW YORK via SUEZ CANAL                     | Camet             | Brit. | The Admiral Line Pacific S.S. Co. | About 22nd inst.         |
| NEW YORK via SUEZ CANAL                     | Montesiglio       | Brit. | Canadian Pacific O.S. Ltd.        | On 15th inst.            |
| NEW YORK via SUEZ CANAL                     | Empress of Russia | Brit. | Butterfield & Swire               | On 15th inst.            |
| NEW YORK via SUEZ CANAL                     | Irion             | Brit. | Butterfield & Swire               | On 15th inst.            |
| NEW YORK via SUEZ CANAL                     | Africa Maru       | Jap.  | Osaka Shosen Kaisha               | On 21st inst.            |
| NEW YORK via SUEZ CANAL                     | Lahore            | Brit. | P. & O. B. I. & A. L.             | About 15th inst.         |
| NEW YORK via SUEZ CANAL                     | Amazona           | Fren. | Messageries Maritimes             | About 15th inst.         |
| NEW YORK via SUEZ CANAL                     | Rhenus            | Brit. | Butterfield & Swire               | On 2nd Sept.             |
| NEW YORK via SUEZ CANAL                     | Kanagawa Maru     | Jap.  | Nippon Yusen Kaisha               | On 20th inst.            |
| NEW YORK via SUEZ CANAL                     | Aldous            | Brit. | Butterfield & Swire               | On 14th inst.            |
| NEW YORK via SUEZ CANAL                     | Glentara          | Brit. | Jardine, Matheson & Co., Ltd.     | On 20th inst.            |
| NEW YORK via SUEZ CANAL                     | Ballaroon         | Brit. | Butterfield & Swire               | On 20th inst.            |
| NEW YORK via SUEZ CANAL                     | Asuta Maru        | Jap.  | Nippon Yusen Kaisha               | On 17th inst. at Noon.   |
| NEW YORK via SUEZ CANAL                     | Oasis             | Brit. | Butterfield & Swire               | On 17th inst.            |
| NEW YORK via SUEZ CANAL                     | Prometheus        | Brit. | Butterfield & Swire               | On 18th inst.            |
| NEW YORK via SUEZ CANAL                     | Proteus           | Brit. | Butterfield & Swire               | On 18th inst.            |
| NEW YORK via SUEZ CANAL                     | Alpa Maru         | Jap.  | Osaka Shosen Kaisha               | On 7th Sept.             |
| NEW YORK via SUEZ CANAL                     | Kanasa            | Brit. | The Bank Line, Ltd.               | On 21st Sept.            |
| NEW YORK via SUEZ CANAL                     | West Campgaw      | Am.   | The Admiral Line Pacific S.S. Co. | About 14th inst.         |
| NEW YORK via SUEZ CANAL                     | Toba              | Brit. | Butterfield & Swire               | Beginning of Sept.       |
| NEW YORK via SUEZ CANAL                     | Lindsay Moller    | Brit. | James & Mann                      | About 14th inst.         |
| NEW YORK via SUEZ CANAL                     | Luzon Maru        | Jap.  | Osaka Shosen Kaisha               | On 20th inst.            |
| NEW YORK via SUEZ CANAL                     | Laing             | Brit. | Jardine, Matheson & Co., Ltd.     | On 10th inst. at 3 P.M.  |
| NEW YORK via SUEZ CANAL                     | Dumera            | Brit. | P. & O. B. I. & A. L.             | About 14th inst.         |
| NEW YORK via SUEZ CANAL                     | Tamshin Maru      | Jap.  | Nippon Yusen Kaisha               | On 20th inst.            |
| NEW YORK via SUEZ CANAL                     | Flora             | Brit. | Dodwell & Co., Ltd.               | About 9th inst.          |
| NEW YORK via SUEZ CANAL                     | Van Waerwyck      | Dut.  | Java-China-Japan-Lijn             | On 13th inst.            |
| NEW YORK via SUEZ CANAL                     | Hinsang           | Brit. | Jardine, Matheson & Co., Ltd.     | On 7th inst. at Noon.    |
| NEW YORK via SUEZ CANAL                     | Penang Maru       | Jap.  | Nippon Yusen Kaisha               | On 9th inst.             |
| NEW YORK via SUEZ CANAL                     | Takada            | Brit. | P. & O. B. I. & A. L.             | About 17th inst.         |
| NEW YORK via SUEZ CANAL                     | West Montop       | Am.   | Los Angeles Pacific Nav. Co.      | About 6th inst.          |
| NEW YORK via SUEZ CANAL                     | Victoria          | Chil. | The China & Australia S.S. Co.    | On 6th inst.             |
| NEW YORK via SUEZ CANAL                     | Taiyuan           | Brit. | Butterfield & Swire               | On 8th inst.             |
| NEW YORK via SUEZ CANAL                     | Aki Maru          | Jap.  | Nippon Yusen Kaisha               | On 18th inst. at 11 A.M. |
| NEW YORK via SUEZ CANAL                     | Eastern           | Brit. | P. & O. B. I. & A. L.             | About 18th inst.         |
| NEW YORK via SUEZ CANAL                     | Penang Maru       | Jap.  | Nippon Yusen Kaisha               | On 6th inst.             |
| NEW YORK via SUEZ CANAL                     | Kunajiri Maru     | Jap.  | Osaka Shosen Kaisha               | On 25th Sept.            |
| NEW YORK via SUEZ CANAL                     | Mexico Maru       | Jap.  | Osaka Shosen Kaisha               | On 13th inst.            |
| NEW YORK via SUEZ CANAL                     | Anyo Maru         | Jap.  | Toyo Kisen Kaisha                 | On 8th Sept.             |
| NEW YORK via SUEZ CANAL                     | Typhoon           | Jap.  | Osaka Shosen Kaisha               | On 5th inst.             |
| NEW YORK via SUEZ CANAL                     | Tango Maru        | Jap.  | Java-China-Japan-Lijn             | About 11th inst.         |
| NEW YORK via SUEZ CANAL                     | Kueichow          | Brit. | Nippon Yusen Kaisha               | On 31st inst. at 11 A.M. |
| NEW YORK via SUEZ CANAL                     | Andre Lebon       | Fren. | Butterfield & Swire               | On 7th inst. at 4 P.M.   |
| NEW YORK via SUEZ CANAL                     | Kwongsang         | Brit. | Messageries Maritimes             | About 4th inst.          |
| NEW YORK via SUEZ CANAL                     | Sinkiang          | Brit. | Jardine, Matheson & Co., Ltd.     | On 6th inst. at D'light. |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 5th inst. at Noon.    |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | P. & O. B. I. & A. L.             | About 6th inst.          |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Nippon Yusen Kaisha               | On 6th inst.             |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Java-China-Japan-Lijn             | About 6th inst.          |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 7th inst. at 4 P.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Dodwell & Co., Ltd.               | About 31st inst.         |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 3rd inst. at Noon.    |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 3rd inst. at 2 P.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 4th inst. at 5 P.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Douglas Lapraik & Co.             | On 6th inst. at 2 P.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Douglas Lapraik & Co.             | On 10th inst. at 2 P.M.  |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 5th inst. at 3 A.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Osaka Shosen Kaisha               | On 12th inst.            |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Butterfield & Swire               | On 4th inst. at 4 P.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Jardine, Matheson & Co., Ltd.     | On 6th inst. at 3 P.M.   |
| NEW YORK via SUEZ CANAL                     | Shingao           | Brit. | Java-China-Japan-Lijn             | About 13th inst.         |

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

## M.S. "CHILE"

will be loading for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates on the 7th August.

For space and particulars please apply to—

THORESEN &amp; CO., AGENTS.

## LOS ANGELES PACIFIC FREIGHT SERVICE.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route. Shipments connect with the Salt Lake, Santa Fe and Southern Pacific Railroads.  
 Head Office—Los Angeles, Calif.  
 Branch Office—Kobe, Shanghai.  
 (Manila, Singapore)  
 CHAS. E. RICHARDSON  
 General Agent for South China

## FOR MAURITIUS &amp; DELAGOA BAY. S.S. "LINDSAY MOLLER"

## SAILING

ABOUT MIDDLE OF AUGUST.

For PASSAGE &amp; FREIGHT APPLY TO—

1173]

INNES &amp; MANU, AGENTS, 15, WYNDHAM STREET.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.



## AMERICAN &amp; ORIENTAL LINE

FOR HAVANA AND NEW YORK  
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA  
FLAGG BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent."ELLERMAN" LINE.  
(ELLEMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "KANSAS" ... 10th Sept.  
LONDON ... "SWAZI" ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to  
the undersigned.

or to Messrs &amp; Co., CANTON.

THE BANK LINE, LTD.  
General Agents.C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| For                         | Steamer     | To Sail            |
|-----------------------------|-------------|--------------------|
| HONGKONG                    | "KASHING"   | On 3rd Aug. 8 A.M. |
| SWATOW & BANGKOK            | "LUCHOW"    | On 3rd Aug. Noon.  |
| AMOI, SHANGHAI & PUHONG     | "SUICHANG"  | On 3rd Aug. 4 P.M. |
| SWATOW and HONGKONG         | "KINAY"     | On 4th Aug. Noon.  |
| MANILA, Cebu & ILOILO       | "TAMING"    | On 4th Aug. 4 P.M. |
| HONGKONG, PAKHOI & HAIPHONG | "KATONG"    | On 5th Aug. 9 A.M. |
| SHANGHAI                    | "KINCHIANG" | On 5th Aug. Noon.  |
| WHAIRWEL, CANTON & TIENTSIN | "KUEICHO"   | On 7th Aug. 4 P.M. |
| SHANGHAI & TIENTSIN         | "TEAN"      | On 7th Aug. 4 P.M. |
| SWATOW and BANGKOK          | "CHUSAN"    | On 10th Aug. Noon. |

SHANGHAI LINE—PASSENGERS, MAILS, and CARGO.  
Excellent Saloon accommodation. Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all  
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding  
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.  
Agents.

Telephone 28.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good  
accommodation for First-Class Passenger Electric Light and Fans in staterooms  
and Saloons and Excellent sailings.FOR  
SWATOW, AMOI AND FOCHOW  
AND RETURN.

| (Overlapping 9 to 10 Days) | Steamer             | To Sail                      |
|----------------------------|---------------------|------------------------------|
| "HAIHONG"                  | Capt. W. C. Swire   | TUESDAY, 3rd Aug. at 2 P.M.  |
| "HAIHONG"                  | Capt. A. E. Swire   | FRIDAY, 6th Aug. at 2 P.M.   |
| "HAIHONG"                  | Capt. J. E. Thomson | TUESDAY, 10th Aug. at 2 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Manager.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination               | Steamer & Displacement | Sailing Date           |
|---------------------------|------------------------|------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "ANDRE LEBON" 22,000   | On or about 4th Aug.   |
|                           | "PAUL LEBON" 20,000    | On or about 10th Aug.  |
|                           | "ARMAND BEHIO" 10,000  | On or about 14th Sept. |

MARSEILLES via  
SAIGON, COLOMBO,  
PORT BLAIR, SUEZ,  
PORT SAID

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
For full particulars regarding sailings, etc., apply to—H. RODENFUSER  
Acting Agent  
Queen's Building.

Telephone 740.

## P. &amp; O. - BRITISH INDIA.

## APCAR AND EASTERN &amp;

## AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.             | Tons  | From Hongkong (about) | Destination                  |
|------------------|-------|-----------------------|------------------------------|
| "DUNERA" (Cargo) | 8,400 | 13th Aug.             | Singapore, Colombo & Bombay  |
| "LAHORE"         | 8,500 | 18th Aug.             | Marseilles, London & Antwerp |
| "KALYAN"         | 9,000 | 15th Aug.             | Marseilles, London & Antwerp |
| "PIASSY"         | 7,400 | 26th Aug.             | Marseilles, London & Antwerp |
| "KEJVA"          | 9,000 | 14th Sept.            | Marseilles, London & Antwerp |

## BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 1,200 17th Aug. 18th Aug. 19th Aug. 20th Aug. 21st Aug. 22nd Aug. 23rd Aug. 24th Aug. 25th Aug. 26th Aug. 27th Aug. 28th Aug. 29th Aug. 30th Aug. 31st Aug. 1st Sept. 2nd Sept. 3rd Sept. 4th Sept. 5th Sept. 6th Sept. 7th Sept. 8th Sept. 9th Sept. 10th Sept. 11th Sept. 12th Sept. 13th Sept. 14th Sept. 15th Sept. 16th Sept. 17th Sept. 18th Sept. 19th Sept. 20th Sept. 21st Sept. 22nd Sept. 23rd Sept. 24th Sept. 25th Sept. 26th Sept. 27th Sept. 28th Sept. 29th Sept. 30th Sept. 1st Oct. 2nd Oct. 3rd Oct. 4th Oct. 5th Oct. 6th Oct. 7th Oct. 8th Oct. 9th Oct. 10th Oct. 11th Oct. 12th Oct. 13th Oct. 14th Oct. 15th Oct. 16th Oct. 17th Oct. 18th Oct. 19th Oct. 20th Oct. 21st Oct. 22nd Oct. 23rd Oct. 24th Oct. 25th Oct. 26th Oct. 27th Oct. 28th Oct. 29th Oct. 30th Oct. 1st Nov. 2nd Nov. 3rd Nov. 4th Nov. 5th Nov. 6th Nov. 7th Nov. 8th Nov. 9th Nov. 10th Nov. 11th Nov. 12th Nov. 13th Nov. 14th Nov. 15th Nov. 16th Nov. 17th Nov. 18th Nov. 19th Nov. 20th Nov. 21st Nov. 22nd Nov. 23rd Nov. 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